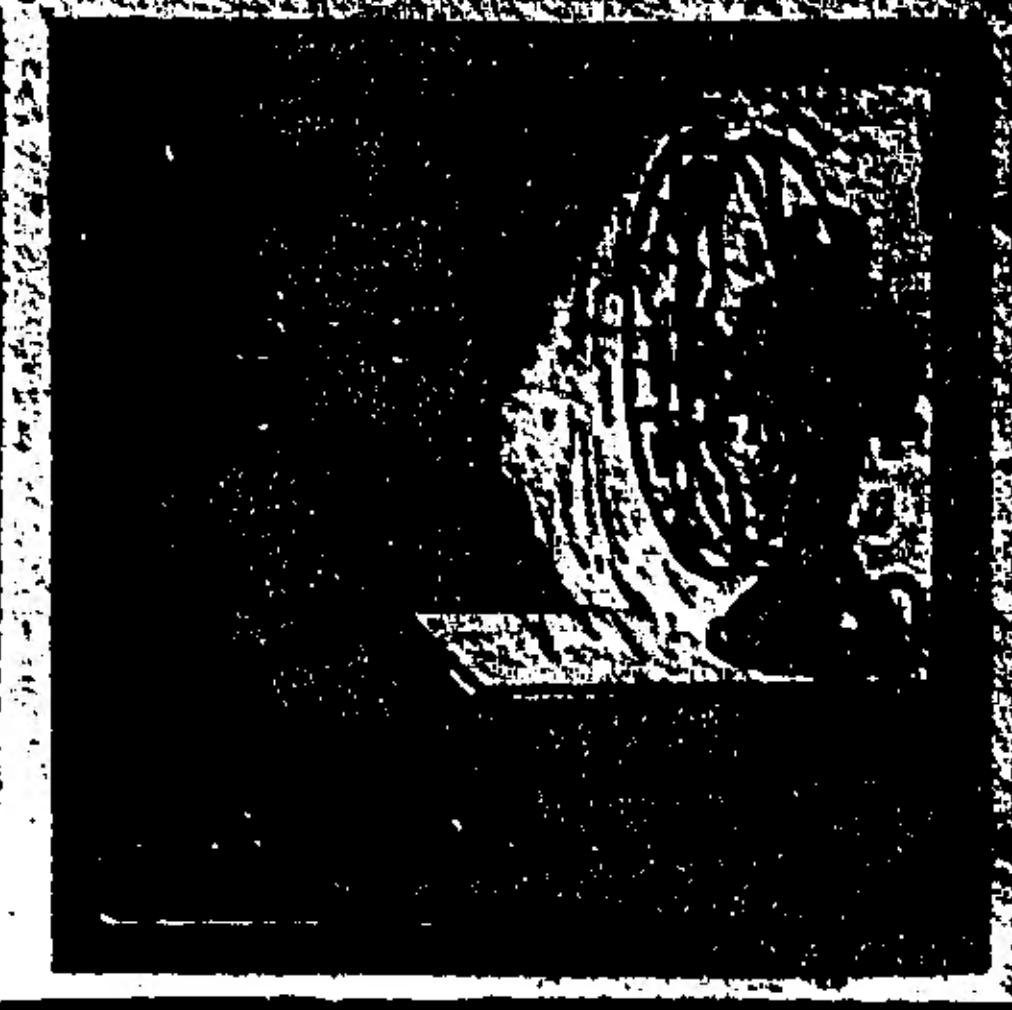


The Hongkong Telegraph

(ESTABLISHED 1881)

69156 五拜禮 號廿月六英港香 FRIDAY, JUNE 11, 1920. 日五廿月四 SINGLE COPY: 10 CTS. \$36 PER ANNUM.



REUTER'S TELEGRAMS.

ESTATE OF RICH CHINESE.

FORMER RESIDENT OF HONGKONG.

London, June 11.
The late Sir Chantung Liang-cheng, of Victoria, Hongkong, left £71,933 in England.

ANGLO-JAPANESE ALLIANCE.

ARGUMENTS FOR ITS RENEWAL.

London, June 11.
Count Shoda, of the Japanese House of Peers, interviewed by the *Evening Standard*, urged the renewal and strengthening of the Anglo-Japanese Alliance. He declared that Japan was a firm believer in the British genius for Empire. Britain required an open door for commerce in the East, which Japan can keep open, thus saving Britain the immense cost of a strung-out fleet. He discredited the alarmist German-spread reports as regard Japanese finance. Japan had no reason for pessimism. He urged that Britain and Japan could help each other in the solution of industrial problems. Bolshevism was slowly percolating into Japan, but the Japanese workers as well as the British would see that Bolshevism was a white sepulchre. If it comes to a worldwide struggle against anarchy, Great Britain would have a useful and willing ally in Japan. It was to Great Britain's interest that Japan should develop shipbuilding. He emphasised the great commercial possibilities of the Alliance. Japan was at present hampered by lack of raw materials, but he hoped the Alliance would enable Japan to get these from Great Britain.

A HOME OPINION.

London, June 8.
The *Morning Post*, in a leader on the question of the renewal of the Anglo-Japanese Alliance, says undeniably the policy of the forward party in Japan lately had looked as if it were inspired by a desire to get concessions from China which would amount to securing a position of economic preponderance, to which Britain and the United States cannot possibly be expected to assent. The difficulty of dealing with Japan is that the country seems to be suffering from a diarchy under which one party is not bound by its words or doings. Nevertheless, the *Post* does not doubt that the connection, by which both countries had done very well, should be continued. Britain was not fond of quitting tried friends, and the Japanese were understood to be not insensible of having been the first foreign nation to call Britain an Ally. But we must have an open door in China.

CONFUSION AND CONFLICT OF PURPOSE.

SPEECH BY MR. LLOYD GEORGE.

London, June 10.
Speaking at a meeting of the Union of Welsh Independents at Pwllheli, Mr. Lloyd George, discussing the duty of Christian churches in connection with reforms, said that their special task was to create an atmosphere wherein reform was possible and wherein the perpetration of evil was impossible. He declared that a great confusion and conflict of purpose were paralysing goodwill in every land. The German elections showed that a distracted people had split into hopeless contending factions, without any clear purpose and with no ascendant voice or note. So far, we had avoided that catastrophe in Britain, but it was spreading throughout the world, and the churches alone could save the people from disasters which would ensue, if anarchy of will and aim continued to spread.

IMPERIAL WAR MUSEUM.

HIS MAJESTY'S REMINDER.

London, June 9.
After six years utilisation for war purposes, the Crystal Palace was "reconsecrated" to public use this morning, when their Majesty the King and Queen opened the Imperial War Museum, housed in the Palace.
In the course of his speech His Majesty urged none to forget that Britain owed her success in the war, under God, not to armed forces alone but to the labours and sacrifices of soldiers and civilians, men and women alike. It was a democratic victory and the work of a nation in arms, organised as never before for a great national struggle.

THE OSTEND BLOCK SHIPS.

PRESENTED TO BELGIUM.

London, June 9.
In the House of Commons, Mr. Walter Long announced that the *Thetis*, *Intrepid*, *Iphigenia* and *Vindictive*, the blockships which sank at Ostend and Zeebrugge, during the war, had been presented to Belgium as a free gift.

COUNTY CRICKET.

SOME HEAVY SCORING.

London, June 8.
Middlesex beat Hants by nine wickets. Middlesex, in the first innings, made 445, Hendren scoring 183 not out.
Surrey beat Sussex by nine wickets. Surrey made 479 in the first innings, Hobbs scoring 110 and Ducat 203.
Somerset beat Warwick by ten wickets. Somerset in the first innings made 379, the Indian, Bajana, scoring 106.
Yorkshire beat Norths by ten wickets. Yorkshire's first innings made 445, Hendren scoring 183 not out.

REUTER'S TELEGRAMS.

AMERICAN REPUBLICAN CONVENTION.

SHARP CRITICISM OF PRESIDENT WILSON.

Chicago, June 8.
At the opening of the Republican National Convention, at the Coliseum, Senator Lodge, temporary Chairman, defended the Senate's opposition to the Peace Treaty, as a patriotic duty. He declared that President Wilson and the autocracy he represented must be excluded from any future control, because they stood for an un-American theory of Government. The people must now make a vital choice between President Wilson's plan and the independence and safety of the United States. He promised that the Republicans would cope with the profiteering evil and urged firm steps to end "the disgraceful record" of the United States during the past seven years. With regard to Mexico, it was the primary duty of the United States to deal with Mexico under the Monroe Doctrine, but nothing had been done, and yet the United States was asked to take the mandate for Armenia. He charged the Democrats with responsibility for the present perilous conditions and declared that if the Republicans failed to grapple with them effectively "the Russian descent into barbarism will begin to draw near."

BRITAIN'S FINANCIAL POSITION.

HOW WE ARE WIPING OFF OUR DEBTS.

London, June 8.
In his speech in the House of Commons on the war-wealth question, Mr. Chamberlain said that no other country had attempted a financial effort comparable to Britain's or in which the well-to-do were so heavily taxed. As illustrating the financial recovery of Britain, Mr. Chamberlain referred to the rise in the dollar exchange and stated: "We are in a position to buy our half of the Anglo-French Loan in America, and to meet all other market obligations of the Treasury in the United States to the end of 1920 with a satisfactory margin. (Cheers). The debts of \$100,000,000 to the Argentine will be redeemed in a few days; the loan of 20,000,000 in Japan will be paid off in a month, while provision is made at Home for a reduction of the Debt by £230,000,000 this year and £300,000,000 next year, without additional taxation."

AMERICAN FEDERATION OF LABOUR.

IRISH QUESTION RAISED.

Montreal, June 11.
The Annual Convention of the American Federation of Labour, presided over by Mr. Gompers, has opened. The agenda includes resolutions dealing with the political situation in the United States, the high cost of living, Bolshevism, President's foreign policy, industrial courts, public ownership of railroads, and the impeachment of Mr. Palmer the Attorney General. It is reported that the Irish question will also be raised.
Mr. Gompers, in his opening address, emphasised the necessity of an enforcement of the Labour Policy.
Mr. Gompers urged Labour to use its force moderately, but any attempt to legislate forbidding strikes must be resisted at all costs.
The Irish delegates presented a resolution accusing Britain of seeking militarily to destroy the Irish Republic and demanding that the Irish people be permitted to guide their own destinies.
The resolution was referred to a committee.

INDIA AND LEAGUE OF NATIONS.

PROPOSALS TO BE INTRODUCED.

Simla, June 8.
During the Autumn session of the Viceroy's Council non-official proposals will be introduced creating a small committee of elected men to advise the Government of India on all questions in connection with the League of Nations, and also in favour of Legislation controlling immigration of British subjects from the self-governing Colonies and Dominions on a basis of reciprocity.

THE ARMENIAN MANDATE.

BRITAIN NOT TAKING IT.

London, June 9.
In the House of Commons, replying to a question, Mr. Bonar Law said that Britain would not take the mandate for Armenia.

BRITAIN'S FIVE MONTHS' TRADING.

London, June 8.
The latest trade returns show that exports for the five months of 1920 were £521,114,000 as compared with £270,193,000 last year. The imports were £363,201,000 as compared with £594,094,000. Re-exports of foreign and Colonial merchandise totalled £115,767,000, an increase of £72,295,000.

GERMAN POLITICS.

Paris, June 9.
A message from Berlin says Herr Ebert has requested Herr Mueller to form a Cabinet. The Press is unanimously of opinion that it will be impossible to form a lasting Coalition. The *Tagblatt*

REUTER'S TELEGRAMS.

U.S. PROHIBITION.

EFFECT OF SUPREME COURT DECISION.

Chicago, June 8.
Mr. Mayer, attorney for the distillers on hearing the Prohibition decision, said: "The age is over; the avenue of the Courts is now exhausted."
Mr. Hinchaw, Chairman of the Prohibition Party, said the Prohibition decision clinched the greatest reform and victory in the history of the country.
A Washington message says all cases brought to invalidate the Prohibition amendment and the law for its enforcement, including those by Rhode Island and New Jersey, fall under the decision.

U.S. NAVAL VOTE.

COMPLAINTS OF INADEQUACY.

New York, June 8.
Mr. Daniels, Secretary of the Navy, in a statement deploring the reductions made in the Naval Appropriation Bill, complains of the failure of Congress to make provision for adequate naval expansion in the Pacific, made imperative by the presence of a great American Fleet in the Pacific and the proper protection of that coast and the outlying American islands. He declares that the vote of \$4,000,000 for naval aviation is only half sufficient, whilst the failure to authorise the building of a single new ship is equally bad policy. With few exceptions, nobody here considers the \$4,000,000 sufficient for the wants of the Air Service.

FIGHTING THE TRUSTS.

Washington, June 11.
The Supreme Court has dismissed the motions of the Philadelphia Reading Railroad and its subsidiary companies, asking for a modification of the decree whereby this Company and other Companies, including coal companies, are ordered to become separate establishments.

WOMEN'S SUFFRAGE CONGRESS.

Geneva, June 8.
The International Women's Suffrage Congress has opened under the presidency of Mrs. Carrie Catt. Thirty-one nations are represented.

THE SPA CONFERENCE.

Brussels, June 8.
M. Millerand has approved the postponement of the Spa Conference, which now meets on July 5.

THE AMERICA CUP.

Newport, June 9.
In the second trial, the *Vanitie* beat the *Resolute* by 94 seconds.
(Other Telegrams on Page 2.)

DAY BY DAY.

Mrs. Harry Woods and the Misses Woods, the well-known entertainers, leave to-morrow on board the *Madras* on a visit to Japan, where they will remain until December. They will return to Hongkong for the winter season to resume their dancing instruction.
One man has been arrested and another still at large in consequence of the commission of a larceny of \$1,000 from a Chinese firm. One of these men, who were foks of the firm, had decamped with this sum which was entrusted to him for the settlement of accounts with the firm's creditors.

In a squall which came upon the vessel while she was off Kowloon a little sailing boat, registered in Hongkong, was capsized. Six of the crew were drowned, but the survivors managed to cling to the upturned keel of the boat, and were eventually rescued from their perilous position by a passing junk. They were brought to Hongkong, and a report was made to the Police of the accident, yesterday.
A tourist by the name of Bukaki, who passed through the Colony by the *Kitano Maru*, yesterday made a report to the Police that he inadvertently left \$1,500 (Gold) in a public chair of which he was a passenger. He had remembered the number of the chair to give it to the Police, but his faith in the honesty of the coolies being nothing, he expressed to the Police his belief that he had no hopes of ever seeing his money returned to him. However, the Police were able to correct him on this point by producing the coolies in question, and recovering the money. The foreigner was extremely grateful, to the point of giving the coolies, who had shown no attempts at pilfering, their full wages.

The following approaching weddings are announced:—Mr. William Forbes Stone (Dodwell and Co.) to Miss Alice Marjorie Woodman (daughter of Dr. Woodman); Smb. Inspector William Pincott (Water Police Station) to Miss Gertrude Mary Bowden (en route from Australia); Mr. Antonio de Gascony Enriquez (en route from Mexico) to Miss Bertha...

THE DOLLAR.

UP—THEN DOWN.

The sterling rate of the dollar has again improved. To-day it rose twice and then fell slightly. At the opening in the morning the demand rate quoted, was 3s. 6½d., and at 11.30 it went up another penny, and at 2.30 it dropped to 3s. 8½d. The closing rate yesterday was 3s. 7½d.
There has been a rally in the silver market, the price of bar silver for ready coming over the wires to-day at 2½d. per ounce better. At the opening, the Chinese and others displayed a keen desire to sell, and a very large volume of Straits Settlements bills was negotiated at two points over the official rate, then three points, then four, five and six. This rush to sell strengthened the local market, and at 11.30 the rise of another penny was registered. In sterling, business was done in the morning at a penny over the official rate. Just before the fifth session, the market appeared to be a little easy. Banks offering a farthing over the rate.
Between Exchange Banks, business was done after the second rise at three farthings over, then at half-penny, and before the break at a farthing over.
There has been a big jump in the rate on India, as sharp as the decline. Since yesterday the Indian rate has recovered 16 points, the official rate being 184, but the Exchange Banks have been offering much more. After having dropped to 68½, the rate on New York has recovered to 73½. The cross rate between New York and London is practically unchanged.
At 2.30 the rate dropped a halfpenny owing to the Chinese becoming keen buyers just before the close of the morning session. The Indian rate is quoted at 181½ at the close.

SHIPPING SALE.

MESSRS. NEMAZEE BUY THE "BURRUMBEET".

Another addition to the fleet of vessels owned by Messrs. H. M. H. Nemazee and Company has just been made.
The ship acquired is the S.S. *Burrumbet*. The purchase price is £130,000. Mr. G. McBain, of Shanghai, was the owner of the vessel.
The *Burrumbet* was built in 1885 by Messrs. Swan and Hunter of Newcastle. She is a steel screw boat and her dimensions are as follows:—Length 300, breadth 40.1, and depth 19.7. Her gross tonnage is 2,420, and net 1,506.
The *Burrumbet* has been the property of Mr. McBain ever since her construction. She will be delivered to Messrs. Nemazee very shortly, and it is expected that the firm will put her on the Persian Gulf run.
Messrs. Nemazee and Co. have been very enterprising in the purchasing and selling of ships since the war period, and their record in this connection is said to be the best in the Colony.

TODAY'S EXCHANGE.

The closing rate of the dollar, on demand, to-day was 3s. 8½d.

THE WEATHER.

Forecast:—Fine. Barometer—29.57. Temperature 2 p.m.—81. Humidity 2 p.m.—83.

DON'T FORGET.

TO-DAY.

Coronet Theatre—5.15 and 9.15 p.m.
Hongkong Theatre—5.15, 7.15 and 9.15 p.m.

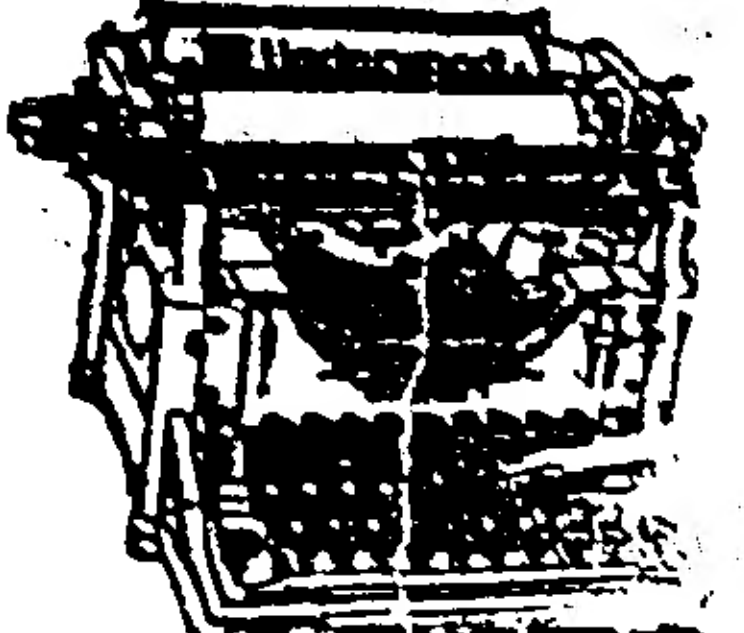
TO-MORROW.

Happy Valley—Extra Gymnastic Meeting.
Coronet Theatre—5.15 and 9.15 p.m.

NOTICES.

UNDERWOOD TYPEWRITERS.

THE BEST AND MOST DURABLE IN THE MARKET



THE CHEAPEST BECAUSE IT LASTS THE LONGEST

INSPECTION INVITED.

DODWELL & CO. LTD.
MACHINERY DEPARTMENT.

THE STANDARD LIFE ASSURANCE CO.

New Scheme for Children's Early Endowment.

Principal features: Small Premium, Liberal Surrender Value, No Medical Examination, Return of Premium in the Event of Death, and Numerous Options at the Age of 25.

WRITE FOR PAMPHLET AND FULL PARTICULARS TO
DODWELL & CO. LTD. Agents.

THE HONGKONG ROPE MANUFACTURING CO. LTD.

ESTABLISHED 1853.
MANUFACTURERS OF

PURE MANILA ROPE

3 STRAND 1/4 to 1 1/2" CIRCUMFERENCE.	CABLE LAID. 5" to 15" CIRCUMFERENCE.	4 STRAND 3" to 10" CIRCUMFERENCE.
---	--	---

Oil Drilling Cables of any size up to 3,000 feet in length. Prices, Samples and full particulars will be forwarded on application.
SHEWAN TOMES & CO. General Managers.

E. HING & CO.

SHIPBUILDING MATERIALS, SHIPCHANDLERS AND
HARDWARE MERCHANTS.

PHONE NO. 1116.

25, WING WOO ST.
CENTRAL.

"KODAKS"

Just unpacked today
Inspection Cordially Invited.

A. TACK & Co.

25, Des Voeux Road, Central.

GREEN ISLAND CEMENT
COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net.
In Bags of 150 lbs. net.SHEWAN TOMES & CO.
General Managers.
Hongkong, 16th August, 1918.HONGKONG JAPANESE
MASSAGE ASSOCIATION.Mr. U. SUGA Mrs. A. SUGA
7, Beaconsfield Arcade.
(Opposite City Hall).

METALS

of all kinds, especially for ship-
building and engineering works.
Complete stock. Best terms.
Immediate delivery.

SINGON & CO.,

(Established A. D. 1880.)
HING LUNG ST. Phone 515.

THE BEST PHOTOGRAPHER

MEE CHEUNG

ICE HOUSE ST.

SPECIAL DEPARTMENT
FOR DEVELOPING
& PRINTING FOR
AMATEURS.

THERAPION No. 2

THERAPION No. 2

THERAPION No. 2

THERAPION No. 2

THERAPION No. 2

THERAPION No. 2

THERAPION No. 2

THERAPION No. 2

THERAPION No. 2

GERMAN EXPERT ON
RESTORING TRADE.

SHIPS ON HIRE SYSTEM.

"I am a firm believer in the League of Nations," declared Dr. Mueller to the Daily News Berlin correspondent recently, "not only in its present capacity as a sort of committee for the carrying out of the Peace Treaty, but as an instrument which, when properly established, will have sufficient moral force to enforce its decisions and to keep the peace."

"After the settlement of the great matters dealt with in the Treaty, either in accordance with the existing demands, or as the result of a compromise, there ought no longer to exist any great questions of life or death, calculated to disturb the peace of the world or to make impossible the pose of the League."

WORK MORE, SPEND LESS.

On the more immediate subject of Europe's financial situation, Dr. Mueller made some suggestions for the improvement of the German value.

Admitting that this standard of exchange problem is not one to be solved at one move, he laid down an initial principle for Germany itself:

"We ought to work 25 per cent. more and consume 25 per cent. less, instead of, as at present, doing exactly the reverse."

"The Customs 'hole' in the West" has been a ruinous matter for us.

"Vast amounts of luxuries have been imported, robbing us, in effect, of huge sums of money, with which we might have bought raw materials and real necessities."

"Further, the existence of that 'hole' has greatly facilitated the flight of capital from Germany."

PILING UP MARKS ABROAD.

Explaining this "flight of capital," Dr. Mueller said: "Often when a man exports certain goods through this 'hole,' instead of actually receiving the payment here in Germany, he allows it to be placed to his credit abroad."

"In effect, this money, then, constitutes a certain amount of German capital abroad."

"Owing to the way in which the system operates, the German Government has no knowledge of the existence of this capital. If it were known to the authorities they could say to the owner:

"You have so much money abroad: we want to use it to buy raw material."

"GERMANS MAY COME AGAIN."

Another remedy suggested has reference to the seizure of German property in former enemy countries.

"Italy and America," said Dr. Mueller, "will not follow the practice of the other former enemy countries. They will give Germans back their property, so that Germans may come in and work it again."

"We hear a lot about providing Germany with raw materials to enable our people to work, and about markets for our exports, so that we can pay the indemnities."

"Well, what better agencies for the securing of raw materials on the one hand and disposal of our export goods on the other could be employed than those firms of ours abroad which were in touch both with foreign markets and our firms at home?"

"Surely, what Italy can do England can also do. We are not asking for any free gift."

All suggested is that the English Government should restore the seized businesses of Germans to their former owners under certain conditions, and allow them to be worked under lease and control."

"There will have to be some business connections between the two countries, and none better could be devised than such firms as those mentioned."

Of the industrial outlook, Dr. Mueller spoke in optimistic terms, though qualifying his views by the assumptions of certain favourable conditions.

"The German workers," he declared, "will return to their former standard sooner than most people expect."

"Indeed, I think they will be the first to recover, provided that they are adequately fed in the hard months of April, May and June."

INDUCEMENT TO WORK.

Replying to the suggested danger of the German workers refusing to produce "for the benefit of the Allies," as the saying goes, Dr. Mueller said:

(Continued on Page 1.)

WANTED!

100 INEFFICIENT OFFICES TO

FIT WITH

SHAW-WALKER FILING

SYSTEMS.

ALEX. ROSS & CO.

25, DES VOEUX ROAD, C. GARAGE KOWLOON

TEL: 27 TEL: 417

EARLIER TELEGRAMS.

THE KRASSIN MISSION.

London, June 8.

A Committee of the Supreme Economic Council, consisting of British, French, Belgian and Italian delegates, is re-engaged in discussions in view of the forthcoming meeting with M. Krassin with whom they have not yet communicated. It is understood the discussions are progressing and it is not expected the Committee will meet M. Krassin until the conversations with the British Ministers have satisfactorily concluded. The following illuminates the almost insuperable difficulties surrounding the question of reopening trade with Russia. It appears that the Supreme Economic Council meeting in Paris had not yet agreed as regards the Bolsheviks' guarantees. It has transpired ament this that the British are disposed to accept any guarantees offered, also assurances as regards the existence of Russian goods for exchange purposes. The French however are sceptical and point out that the Soviet Republic is a federation of States hence there is no proof that goods sent by one State will not be seized by another in transit. Hitherto the Bolsheviks have not been able to give guarantees against the insecurity and chaos prevailing in Russia; moreover the Council wants assurance that neither ships nor cargoes will be seized upon reaching ports; furthermore the French urge that gold cannot be accepted as payment since it belongs to the creditors of Russia. The Krassin mission has already proved its inability to find a trade basis in the exchange system. It is also doubtful whether the groups of Russian States will recognise M. Krassin as their mandatory. M. Krassin is the only cultured man of the members of the Mission; the others are of inferior social status and the Mission is accompanied by a score of experts who are not Bolsheviks but mostly officials of the old regime who are obliged to serve the Bolshevik administration to get a living.

GERMAN AIRSHIP FOR BRITAIN.

London, June 8.

In the House of Commons, replying to Mr. Kenworthy and Lord Curzon, Mr. Churchill said the German airship L 71 had not yet been presented but it was expected to arrive in England shortly. The British airships under construction at the end of the war which it was decided to complete on account of the money spent on them were R 36, 37, 38 and 39 of which R 38 would be handed over to the United States when completed, under a purchase agreement. Work on the others was proceeding slowly in anticipation of their employment commercially. It was expected that valuable information would be obtained from L 71 which was one of the most modern specimens of German research.

Replying to questions as to the delay in handing over this vessel, Mr. Churchill stated that he was not dissatisfied with the way in which the Germans were carrying out this portion of the Treaty.

BRITAIN'S AIR SUPREMACY.

London, June 8.

The Lord Mayor presided at a meeting for the inauguration of an Air League of the British Empire at the Mansion House when a resolution was passed unanimously pledging support for the League.

General Seely declared that in 1918 Britain was incomparably the best equipped in the air of all nations. He added that to-day the position was serious. The State had practically gone out of the business and suggested that the national defences were suffering from sloppy control and lack of coordination.

NO WAR WEALTH L.V.

London, June 8.

In the House of Commons, Mr. Chamberlain explained the Government's decision not to impose a levy on war wealth. He pointed out that as payment could be made in Government securities the levy could not materially reduce the floating debt. He emphasised the fears of business with regard to the effect of a levy and stated that the Excess Profits Duty would produce twice as much as a levy in the same period. He now proposed to maintain the Excess Profits Duty at sixty per cent. this year and continue the Duty or its equivalent for a longer period than would otherwise have been necessary. Mr. Chamberlain paid a warm tribute to the manner in which the rich had borne their financial sacrifices and gave figures showing that in some cases only about 5% in the pound were left to recipients of large incomes after their taxes were paid.

EUROPE'S BREAD CRISIS.

London, June 8.

Riots in Italian towns against the increase in the price of bread are regarded as the first manifestation of the bread crisis threatening Europe. The Agriculture Bill is not altogether favourably received as a solution of the problem of stimulating wheat growing in England, agriculturists opining that the Bill in its present form will not increase the corn acreage.

ANGLO-JAPANESE ALLIANCE.

London, June 9.

It is pointed out that the Anglo-Japanese Alliance expires in July, 1921. There is reason to believe that both sides in view of the changes effected by the war and the existence of the League of Nations are not averse to modifying minor points of a technical character although both recognise that the continuance of the Treaty is important. It is pointed out that Article Four dealing with general Arbitration Treaty was added when the alliance was revised in 1911 in order to exempt the United States from the application of the agreement but as it has never been enforced it may be necessary to employ another formula.

JAPANESE IN U.S.A.

Washington, June 8.

Members of the Immigration Committee of the House of Representatives who were appointed to investigate Japanese immigration to the Pacific states, declare they hope to secure evidence justifying the enactment of the Japanese Exclusion Bills now before Congress.

PERSHING WANTS MORE WORK.

Washington, June 8.

General Pershing has requested permission to retire in order "To be free to engage in something more active."

IRISH HUNS.

London, June 8.

The courthouse at Lismore, Co. Waterford, the property of the Duke of Devonshire, has been burned down. Petrol and high explosives were used.

END OF LEASE.

DO NOT MISS THIS OPPORTUNITY.

BARGAINS IN
PIANOS, MUSIC & MUSICAL
INSTRUMENTS.

ROBINSON PIANO CO., LTD.

FRENCH LESSONS.

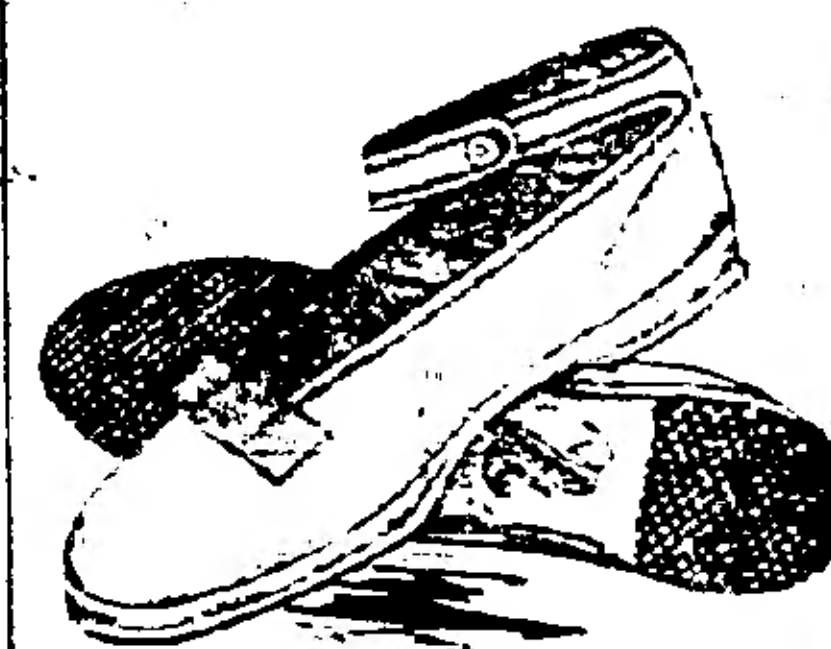
G. MOUSSION,

15, Morrison Hill Road.

Our Exquisite Line of

WHITE CANVAS RUBBER SHOES

"JUST THE WEAR FOR THE SEASON"



COOL & CHEAP YET

COMFORTABLE

ON SALE AT

THE SINCERE CO., LTD.

"HONGKONG EMPORIUM"

EARLIER TELEGRAMS.

RE-DRESSING THE BRITISH ARMY.

London, June 8.

In the House of Commons, replying to questions with regard to the decision to re-uniform the Army similarly to before the war which had caused criticism, Mr. Churchill stated that full dress would be immediately reissued to the Guards and Household Cavalry owing to their ceremonial duties. This would involve an avoidable expenditure of £120,000 but the abolition of their full dress would mean a loss of fully £30,000. The re-clothing of the rest of the Army would be spread over four or five years and no existing stocks of khaki would be wasted as khaki would remain permanently the working service dress for the whole Army. He contended that the historic uniforms of the British Army carried with them a sense of continuity and regimental tradition which was good for recruiting and discipline. The Army's re-clothing was well worth while if done thriftily.

Replying to further questions, Mr. Churchill said he had never intended to abolish the Irish Guards but the condition of recruiting of the Welsh Guards had raised the question of the continuance of the Regiment. The Army Council had reserved judgment thereon.

EMPIRE TRADE.

London, June 8.

At the Mansion House Mr. Watt, treasurer of the Australian Commonwealth, moved a resolution cordially endorsing the proposal to hold an Exhibition in London in 1923. He said that for many years the trade of Britain with the Dominions had been relatively shrinking as compared with the trade of the Dominions with foreign countries. That tendency ought to be arrested and reversed. Australia's spirit was one of preference to the old country on grounds of high sentiment and also on more mundane ground (Cheers).

Sir Robert Horne said the Board of Trade and other Government Departments were determined to give the Exhibition every support in their power. He emphasised the necessity of in every way developing markets for British products.

The resolution was carried with only two dissentients.

BRITISH TRADE BOOMING.

London, June 8.

The Board of Trade's returns for May show that exports totalled £119,319,000 as compared with £54,344,000 for May 1919 and £13,853,000 for May 1918. The exports for May this year constitute a new record, the previous highest being April, 1920 when they totalled £106,251,000.

The imports totalled £166,333,000 as compared with £135,612,000 in May last year and £51,219,000 in May 1913.

The increases in exports include cotton goods by £20,187,000, woollens £5,070,000 and iron and steel manufacture £5,574,000. The total increase in manufactured articles was £50,692,000 as compared with May, 1919.

COST OF THE WAR.

London, June 8.

Mr. Edgar Crammond, lecturing at the Bankers' Institute, estimated that the real cost of the war was: Britain, £3,500,000,000 sterling; France, £5,450,000,000; Italy, £1,900,000,000; Belgium, £500,000,000; Germany, £3,700,000,000, the equivalent of 12.7 per cent. of Britain's national wealth, 25 per cent. of the French, 20 per cent. of the Italian and 28 per cent. of the German. He pointed out that the moderate decrease in the wealth of the United Kingdom was offset by a substantial increase in the overseas dominions and possessions. The estimated wealth of the Empire was £44,080,000,000 as compared with £24,936,000,000 in 1910 and the annual income was £7,659,000,000 as compared with £3,332,000,000.

CANADA'S MERCHANT MARINE.

London, June 8.

The "Times" forecasts the Canadian Government merchant marine will shortly institute cargo services from Atlantic ports via the Mediterranean to India, Ceylon and the Straits Settlements between Atlantic ports and South Africa, and between Pacific ports, the Far East, and Calcutta. It will also consider the passenger ship services across the Pacific to the Far East.

NOTICES



The Victrola

is the most versatile

Musical Instrument

in the World.

Any music of any description
at any time.

Model in stock to suit you and
your purse.

S. Moutrie & Co., Ltd.

Exclusive Agents.

COOKING RANGES
BRITISH
MANUFACTURE.

DOVER Nos. 6, 7, 8 & 9.

Also No 3 with side boiler

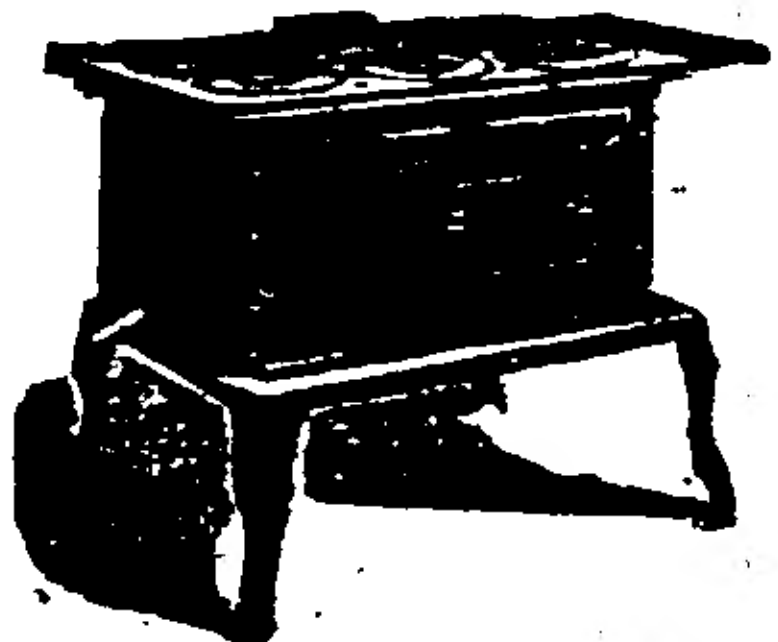
DURBANIAN:

A Large Size Range Suitable
for a Hotel. Prices to Suit All.

C. E. WARREN & CO., LTD.

Nos. 30-32, Des Vaux Road, Central.

Established, 1900.



JAMES STEER.

9, ICE HOUSE STREET.
WATCHMAKER AND JEWELLER.

CHRONOMETERS, CLOCKS, WATCHES AND NAUTICAL
INSTRUMENTS REPAIRED UNDER MY
PERSONAL SUPERVISION.

TEL 2577

TEL 2577.

"UNIVERSAL IMPORT & EXPORT CO."

General Commission Agents.

IMPORTERS & EXPORTERS.

Hotel Mansions, Rooms 25, 26 & 27 - P. O. Box 349.

Telegraphic address: UNIMPEXCOY HONGKONG.

Telephone Number: 3422.

Code used: ABC 5th edition

AZ French edition.

THE COMING HOT DAYS WILL CALL FOR
REFRESHING BATHS.

WE ARE NOW CARRYING LARGE STOCKS
OF

HIGH QUALITY BATH SOAP

EAU DE COLOGNE,

AT ATTRACTIVE PRICES.

THE COLONIAL DISPENSARY

14, Queen's Road Central.

Tel. No. 1877.

COME AND LOOK SEE!

DESPERATE BARGAINS!!

COME AND LOOK SEE!

ASTONISHING PRICES!!

THE EASTERN BAZAAR'S
GREAT REDUCTION SALE
FOR 15 DAYS ONLY

OWING TO THE PRICE OF SILK GOING DOWN.
EVERYTHING TO BE CLEARED AT MUCH
REDUCED PRICES.

SILK STORE.

Telephone 1804. 35, Queen's Road Central.

COST OF AIR TRAVEL.

THE TON-MILE BASIS.

Major C. C. Turner writes in
the Observer—

Now, for the first time since
aerial navigation began, we have
authoritative estimates of the
cost of establishing and running
air-services, and these contain
very remarkable figures, present-
ing striking contrasts and offer-
ing suggestive comparisons. The
figures recently given by Air
Commodore Maitland cover new
ground, and are the result of
post-war experience. Estimates
of the running costs of aeroplanes
have been many times attempted,
and it may be remembered that
the present writer last year
stated that various experts differ-
ed from each other over a range
extending from 15s. to £2 per ton
per mile carried.

For purposes of comparison it
is necessary to have a recognised
basis, and the ton-mile basis is
very suitable, although it leaves
out the important factor of speed,
which must therefore be discus-
sed separately. Air Commodore
Maitland adds it in his
estimates, bringing the figure for
airships down to the surprisingly
small sum of 2s. 9d. (with a
forecast that a very considerable
reduction will soon be possible).
Dealing with aeroplanes, Major-
General Sir S. Branker does not
use this method, but it is easy by
a simple calculation from the
figures he gives to arrive at the
result of about 15s. per ton per
mile.

The airship estimate provides
for a complete organisation,
allowing for heavy capital out-
lay, interest on capital, insurance,
and so forth. The more moderate
of the aeroplane estimates, per-
haps, do not allow enough for
frequent landing places, relays,
and reserve personnel. But in
any case the difference between
the two extremes is so great that
at first glance the aeroplane ap-
pears to be quite out of the run-
ning.

PROGRESS AGAINST THE WIND.
The aeroplane, however, is a
very much faster craft, and
speed in this case means not only
time-saving, it reduces the num-
ber of days on which no progress
can be made against head winds.
No regular services by aircraft
are possible save on the assurance
that a great deal of time can be
saved even in the journeys which
the wind opposes. Even a cross-
wind greatly increases the time
occupied by a flight.

Any air vehicle is affected by
the full velocity of the stream of
air in which it is travelling.
Thus, a 100-miles-per-hour
machine, flying against a 50-
miles-an-hour wind, covers the
ground at a net speed of only 50
miles an hour. And since at the
moderate height of 3,000 to 5,000
feet, on a large majority of days
in the year, the air is moving at
more than 30 miles per hour, and
quite frequently at between 40
and 50 miles per hour, aircraft
must have a big margin of "air
speed."

There is no airship in existence
that has an "economical speed"
of more than about fifty-five miles
per hour. "Maximum speed" is
all right for emergencies, but it
must not be the basis of calcu-
lations for commercial services.
It is extravagant of fuel, and it
exhausts the engines. The critics
of the airship assert that all the
historic long voyages of these
craft have been made in "select-
ed" weather, and that the R34 in
its double crossing of the Atlantic
travelled at an air-speed never
more than fifty miles per hour.

MORE SPEED DEMANDED.

The slowest of the aeroplanes
the London-Continental
services have an economical
speed of seventy or seventy-two
miles per hour; and although
they are doing remarkably well,
it is universally acknowledged

that they are the slowest craft
that could possibly be employed.
It is clear, therefore, that airships,
in order to qualify for such ser-
vices, must be given a speed
at least as good. Bigger and
superior airships to any of the
existing types were referred to
by Air-Commodore Maitland, and
although their speed capabilities
were not precisely forecast, we
may be sure that they will be
able to do seventy miles per
hour, economically.

If the assurance as to this car-
not be given quite definitely, say
the opponent of airships, no
engineer, no transport manager,
and no capitalist will pay any
attention to the airship pro-
position. In other words, the
advocates of airships must
guarantee an economical speed
exceeding by ten or fifteen miles
per hour that of any existing
type.

Given that assurance, the extra-
ordinarily low running costs, the
capacity for immensely long
journeys, and the superior load-
carrying qualities must place the
airship in an established position
in transport. It could do what
no aeroplane yet in existence can
do. Equally, of course, the
aeroplane, on account of its
superior speed, would have a
transport "field" to itself—that of
comparatively short distance
services.

The running cost of aeroplane
services is by comparison very
high. It is so high that, gener-
ally speaking, only one class of
load can be carried with advan-
tage both to sender and carrier.
That class of load is, of course,
mail; although, as the London
Paris services show, there is a
certain amount of remunerative
aerial transport in the form of
light, costly, and urgent parcels.

MAILS AT A PROFIT.

As to mails, so many letters go
to 1 lb. that at little or no excess
fee a paying load can be made
up, and that even on the assump-
tion that the machine only takes
50 per cent. of its full load. To
put this on the right basis it
appears that the aeroplane as a
mail carrier should be used only
on routes where there is plenty
of business traffic, and that the
carriers should be given
guarantees of a certain minimum
load for each journey.

Ultimately it may be possible
to present a more favourable bill
of running costs, not only for
aeroplanes, but even for airships.
But even on the present basis,
assuming the airship's speed can
be increased, there is a great
"field" of enterprise open to both
divisions.

GENERAL NEWS.

MRS LLOYD GEORGE, J. P.

Mrs. Lloyd George, who was
the first Welsh lady magistrate,
took her seat recently on the
Bench at Portmadoc, where the
Prime Minister first figured as an
advocate. Dr. Livingstone Davies,
the chairman, said that Mrs.
Lloyd George would render
valuable assistance to the Bench.
Mr. John Humphries, on behalf
of the Bar, said it was most
essential to have the aid of women
when dealing with juvenile
offences.

WOMAN PIPE SMOKER BURNED
TO DEATH.

Living alone, at 113, Kew-road,
Richmond, Mrs. Rouché, a
Frenchwoman, aged 70, was
found burnt to death in her
bedroom recently. A policeman,
noticing the fire, burst open the
door of the bedroom, and found
the woman lying in a corner
dead. Looking round, he noticed
a tobacco pipe on the floor near
the bed, filled ready for smoking.
It is thought that as Mrs.
Rouché was preparing for her
smoke a lighted match caught
her dress or the bed clothes, and
set them on fire.

GERMAN EXPERT ON
RESTORING TRADE.

(Continued from Page 2.)

"Both the payment of the
indemnity and the delivery of
their products in return for
raw material and food should
be arranged in such a way that
the German worker is persuaded
that, even if the actual result of
his labour goes abroad, it is really
going where it is wanted, and
where its use is really of reciprocal
benefit to himself.

EXPORT IN HOPE OF RETURN.

"For instance, it must be
brought to his realisation that
coal going to France is really
helping Germany, because it is
helping to restore peace con-
ditions in Europe generally, and
only when those conditions are
restored can Germany hope to get
a proper amount of food and raw
materials."

Members of the Government
have recently been in the coal
regions on a campaign designed
to persuade the German miner
to produce more coal; already
the output shows real signs of
increase.

TO BUY SHIPS.

Shipping, too, constitutes a
serious factor, he pointed out.
"To pay the indemnity we must
export. Having no ships we must
pay freights in foreign money.
This constitutes such a burden
on our export trade as to make it
almost impossible."

Admitting that it is no use
demanding, as do the Pan-Ger-
mans, the return of the ships,
Dr. Mueller suggested that:

"The Entente should lease
certain ships to us, and by work-
ing them ourselves, and paying
certain fixed freights, we should
gradually buy them back."

"Having lost our overseas
possessions we no longer need
ships on colonial routes, so that
the number required would not
be very large."

BOLSHEVISM'S WESTERN LIMIT.

With expert knowledge and
personal experience at his com-
mand, Dr. Mueller may be quoted
with considerable authority on
the subject of Russia and what
goes with it—Bolshevism.

Bolshevism, he believes, "will
not come West."

"The German workers under-
stand that in the complexities of
modern civilisation Bolshevism
is impossible.

"They realise it is only possible
in primitive Asiatic conditions.
"As now developing, Bolshevism
is really a peasant movement and
in sending a large number of
people back to the soil is working
towards a settlement of the land
question."

BERLIN SOVIET-FRONT.

As evidence that Germany is
not fruitless ground for Bolshevism,
Dr. Mueller pointed out that
though in Berlin alone there are
between 60,000 and 70,000
Russians, they had not proved in
any way an effective instrument
for propagating Bolshevik ideas.

"Even our Socialists," he
added, "recognise that this is not
the time, nor is Germany the
country, for the making of great
Socialistic experiments."

"Only rich countries can afford
to indulge in Socialistic experi-
ments."

Dr. Mueller does not believe
that Russia will have any corn
for export offer for the next five
or six years.

There is a great demand in
Russia itself, owing to the decline
of production, and no means for
transport to the coast, even if a
few odd millions of tons may be
stored here and there.

Nor does he believe goods of
any kind can be exported to any
appreciable amount in the im-
mediate present future.

GERMANS FOR RUSSIA.

On the other hand, the suggest-
ed sending of Germans technical
workers to Russia finds his ap-
proval.

"We are in the best position of
any country to do that," he said,
"both because of our geographical
proximity and because there are
many Germans who know Russia
and its language."

"With German technical work-
ers in Russia, we might form a
link between Russia on the one
hand, and England and America
on the other."

Reverting to the general ques-
tion of Russia and the future of
its great social experiment, and
concluding his remarks, Dr.
Mueller said:

"When the Western Powers
commence trade with Russia,
capitalism is bound to return, and
Bolshevism will be modified in
accordance with the realities of
civilised societies."

NOTICES

LANE, CRAWFORD & Co.

RAIN COATS.

THE ZAMBRENE RAINCOAT
WITH ITS ROOMY SLEEVES
AND WIDE SKIRT ENSURES
UNFETTERED EASE AND
COOLNESS.

PRICE \$30.00 & \$35.00 EACH.

BURBERRY RAINCOATS

DISTINCTIVE IN APPEARANCE.
COMFORTABLE AND WEATHER
RESISTING.

MOSCATINE.

A few drops sprinkled on the hands or
any exposed part effectually prevents
the bites of Mosquitoes and Sand Flies.

A. S. WATSON & CO., LTD.

THE HONGKONG DISPENSARY.

HEALTH against SICKNESS



By taking our "ROOSTER BRAND" MACARONI PASTE
STARCH, EGG-SHAPED, FINEST, or other kinds of
Soup Stuffs REGULARLY you will have no complaint of any
kind of sickness, as all our Products, being manufactured
from Purest of the Best Quality and under the most sanitary
Method, can be easily digested and give you GOOD HEALTH
and STRENGTH.
Large quantities have been exported to various parts
of the world.
You esteemed orders will receive our prompt and careful
attention.
Terms moderate, especially for Agencies.

TRADE MARK

THE HING WAH PASTE MANUFACTURING CO., LTD.

HEAD OFFICE: Hongkong, Nos. 47 & 48 Cantonment Road Central. Tel. No. 2210.

BRANCH OFFICE: Shanghai, Nos. 430 & 431, Nanking Road.

FACTORIES: Hongkong, Hing Wah Street, Cantonment Bay, and Samsui, No. 71,
North Samsui Road.IN ALL MATTERS CONNECTED WITH
HOUSE & OFFICE FURNISHING,

"HOP CHEONG" Service symbolises with Sterling
Quality, ultimate Economy and Guaranteed Satisfac-
tion. Try it to prove it.

ACEAL'S PAINTS FOR SALE

Telephones No. 654. HOP CHEONG 55, Queen's Road
Central.
Manufacturers & Exporters of High Grade Furniture.

ENGLISH BATHING CAPS.

A NEW STOCK OF THE ABOVE IN
VARIOUS COLOURS IS JUST TO HAND.

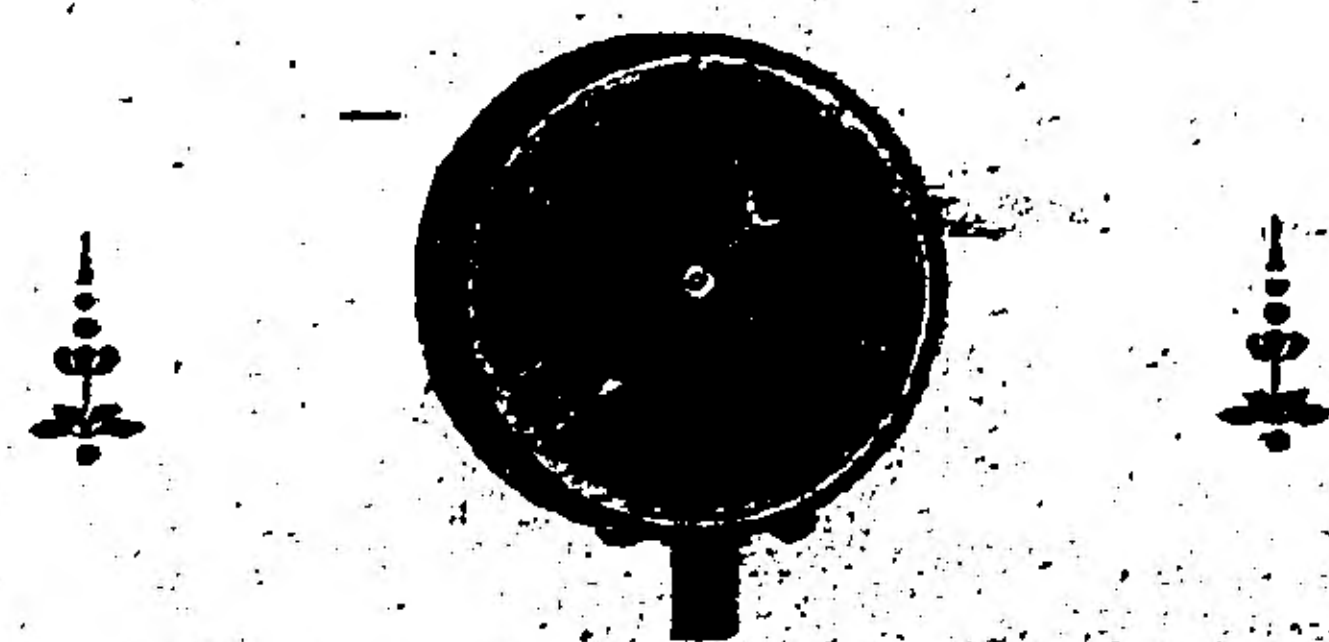
THE PHARMACY

(Fletcher & Co., Ltd.)

22, Queen's Road Central.

STEAM AND HYDRAULIC GAUGES

ON STOCK



UNION ENGINEERING CO., LTD.

York Building

Chater Road.

LAWN TENNIS SEASON.

A LADY CHAMPION FROM ENGLAND.

A writer in a Home paper says:—Last year new records were set up in the lawn tennis world.

More people played the game, and the crowds at all tournaments were larger than they had ever been before. Some experts declared this was the result of the long rest provided by the war, and the natural enthusiasm engendered by a chance to play a favourite sport again. But all the preliminary symptoms of the coming season point to an even more successful year for the game. It is not to be an anticlimax.

Foreign competition, which has done so much to stimulate and sustain the interest in lawn tennis, will be more in evidence at Wimbledon than even twelve months ago.

The Americans, for instance, last year were only represented by the players that happened to be in Europe in connection with the war. This June they will have their best men in action, carefully chosen from the ranks of 1,500 exponents of the game whose records have been considered.

William M. Johnson who defeated Gerald Patterson and Norman Brookes last year and won the American National title, is the man that British enthusiasts are especially anxious to see. He is the most correct stylist that America has ever produced, not excepting the great, Larned, who is always quoted in the United States as the Doherty are here. Like all Californians, Johnson hits tremendously hard and is a superb net player. But he depends far less than Maurice M. Laughlin upon mere hurricane tactics.

AMERICANS TO THE FORE.

C. L. Tilden, the young Philadelphia, who met with sensational success last summer, is also a player with keen interest. If R. L. Murray, who has been selected to be a member of the team, will undoubtedly thrill the tens of thousands that crowd the Wimbledon enclosure for the latter days of the tournament. He owns a tremendous service, with a violent break both ways, and displays the activity of a wild cat at the net. Roland Roberts, another Californian, who will probably be a member of the team, plays very much the same game that Maurice McLaughlin has already made familiar to British crowds. He is a protégé of Mr. Sydney Martin, who organized a tennis club in San Francisco, which has given to the game a succession of fine players, including M. Loughlin, Johnson, the Griffin Brothers, Strachan, and Roberts.

The Australians are also expected to take the courts in defence of their titles. Last season Gerald Patterson carried all before him and defeated Colonel A. R. F. Kingscott, Britain's best, as easily as he did the unknowns in the early rounds. He was one of the youngest world champions who had ever played at Wimbledon, and it is the general opinion that, invincible as he is already, Patterson's play is capable of infinite development. Norman Brookes, the old veteran, is scarcely likely to be at Wimbledon, but Pat O'Hara Wood and his partner, S. V. Thomas, who won the doubles championship twelve months ago, will probably be in action.

STRONG FRENCH TEAM.

France will marshal a strong team, and there is no knowing what men of the calibre of M. Gobert and M. Laurentz will do. Frenchmen are apt to be handicapped by their temperament, but on occasions these very temperaments render them irresistible.

Holland, Belgium, Rumania, and, not less important, South Africa and Canada, are to have their players competing at Wimbledon and other important tournaments.

M. Nicholas Miso, "the delegate from the Balkans," as he is sometimes called, greatly amused the spectators in 1919, and he, much to the surprise of the experts, won a couple of championships. He will

LAWN TENNIS.

THE NEW COMPETITION.

With regard to the tennis competition which has recently been advertised to take place at the Hongkong Cricket Club ground, for a cup, we learn that this has been started with the hope of improving the standard of play and to give players a chance for better practice. The donor has also offered a cup for a similar purpose to the Kowloon Cricket Club.

It is most likely that the Hongkong Cricket Club's competition will take the form of an American tournament (singles), to be played during the next two or three months, with handicaps adjusted fortnightly, so as to keep players approximately level and maintain interest for all competitors to the end.

The idea is a splendid one, and we trust that there will be many entrants for the competition.

probably do even better this season, but in spite of his very considerable gifts for the game, cannot expect to defeat the players of international rank until he has a sounder basis for his game.

British lawn-tennis was temporarily under a cloud last season. The men who had borne the brunt of the battle prior to the war were mostly showing signs of the gathering years and were naturally out of practice. No younger men of great promise were revealed who could take their place. Mr. Max Woosnam, of Cambridge University, played well, especially in doubles with Messrs. Thompson of South Africa, at the University and O. G. S. Turnbull, the old Canadian, later in the year, but he is too versatile in sport, it is to be feared, to ever become one of the giants of lawn-tennis. The experts expect the junior competitions promoted by Queen's Club and other organisations with vision to provide the hoped-for young champion.

LADY CHAMPIONS.

The lawn tennis of ladies has at no time in the history of sport attracted so much attention as it does to-day. This year the struggle for the world championship between Miss Lenglen, of France, the holder; Mrs. Lambert Chambers, of England, who has won the title on seven occasions; and Mrs. Mallory-Björstedt, the Norwegian-American champion, will undoubtedly draw bigger crowds than the play of the mere men. As for space in the illustrated papers, well, there won't be any comparison at all in regard to the amount of space devoted to the respective competitions. Miss Lenglen will probably retain her title, but even if England does not regain it this year, she has a coming champion in Miss Kitty McKane of Southampton, who should develop into just the player to surpass the mercurial Continental champion at her own game. Where Miss Lenglen is so good is that she has an old head and a young girl's activity. She is not yet 21, but has done all her practice with the best French players, and has acquired a mastery of strategy and tactics hitherto unknown to a woman player.

From all parts of the country come reports of clubs with long waiting lists of world-beaters, and of an unexampled sale of lawn tennis materials. Lawn tennis is essentially the twentieth century game. It takes less time than cricket. Three days for one game is an absurdity at this hour and date. Two persons are enough to provide an interesting contest. Hard courts, such as those recently presented to London parks, are all that are required to produce hundreds of new players and the crop of champions who come as the result of general participation in games.

MISSIONARY SOCIETY'S £5,000 BALANCE.

For the first time for many years the Church Missionary Society was starting the new year with no deficit, but with £5,000 in hand, said Colonel Sir Robert Williams, M.P., at the anniversary meeting of the society.

WATER RETURN.

Level and Storage of water in Reservoirs on June 1, 1920.

CITY AND HILL DISTRICT WATER WORKS LEVEL.

	1919.	1920.
City Reservoir	102.12	102.12
Hill Reservoir	102.12	102.12
City Reservoir	102.12	102.12
Hill Reservoir	102.12	102.12
City Reservoir	102.12	102.12
Hill Reservoir	102.12	102.12

STORAGE IN MILLIONS AND DECIMALS OF GALLONS.

	1919.	1920.
City Reservoir	102.12	102.12
Hill Reservoir	102.12	102.12
City Reservoir	102.12	102.12
Hill Reservoir	102.12	102.12
City Reservoir	102.12	102.12
Hill Reservoir	102.12	102.12

Consumption of water in the City and Hill District in millions and decimals of gallons during the month of May.

	1919.	1920.
City Reservoir	102.12	102.12
Hill Reservoir	102.12	102.12
City Reservoir	102.12	102.12
Hill Reservoir	102.12	102.12
City Reservoir	102.12	102.12
Hill Reservoir	102.12	102.12

KOWLOON WATERWORKS LEVEL.

	1919.	1920.
Kowloon Reservoir	102.12	102.12
Kowloon Reservoir	102.12	102.12
Kowloon Reservoir	102.12	102.12
Kowloon Reservoir	102.12	102.12
Kowloon Reservoir	102.12	102.12
Kowloon Reservoir	102.12	102.12

STORAGE IN MILLIONS AND DECIMALS OF GALLONS.

	1919.	1920.
Kowloon Reservoir	102.12	102.12
Kowloon Reservoir	102.12	102.12
Kowloon Reservoir	102.12	102.12
Kowloon Reservoir	102.12	102.12
Kowloon Reservoir	102.12	102.12
Kowloon Reservoir	102.12	102.12

MADE HER INFANT WELL AND STRONG.

MOTHER'S STRONG TRIBUTE TO BABY'S OWN TABLETS.

"I can scarcely say too much in praise of Baby's Own Tablets, as they made my baby well and strong. I think every mother should keep these Tablets on hand at all times," writes Mrs. R. S. Martin, of Pearfield, New York, U.S.A.

Many other mothers tell of similar experiences; in fact Baby's Own Tablets have a remarkable record of success as a remedy for the common ailments of infants and young children, such as simple fever, indigestion, constipation, colic, vomiting, diarrhoea, croup, eczema, teething troubles. They expel worms, induce healthy sleeping, good appetite and regular development. Are guaranteed to be harmless and absolutely free from opiates, narcotics, injurious drugs of any kind.

Of chemists, or post free at 60 cents the vial from Dr. Williams' Medicine Co., 96 Szechuen Road, Shanghai.

NOTICE.

NEW LOAN OF 4 MILLIARDS FRANCES.

in 5% PREMIUM BONDS. CREDIT NATIONAL.

The Bonds are of 500 Frs face value.

PRICE OF ISSUE 435 FRANCES

3 drawings a year amounting to 20,000,000 Francs with the following prizes:

1,000,000 Francs
500,000 "
200,000 "
100,000 "
50,000 "

The prizes drawn will be free of any taxes, present or future. The Bonds bear interest on and after the 15th of June 1920.

Applications will be received till the 15th of June 1920, by THE BANQUE DE L'INDO-CHINE

L. BERINDOAGUE, Manager.

Hongkong, June 4th 1920.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction on

Saturday the 12th June 1920, commencing at 12 o'clock (noon) at Messrs. Yue Fat's godown, Kennedy Town.

(For account of the concerned)

1676 bags Tonkin Rice (Stored in above godown)

110 bags Tonkin Rice (Stored in Wah Kee's godown Kennedy Town)

135 bags Tonkin Rice (Stored in No. 12 Godown of the Hongkong & Kowloon Wharf & Godown Co. Ltd., Kennedy Town)

200 bags Tonkin Rice (Stored in No. 10 Godown of the Hongkong & Kowloon Wharf & Godown Co. Ltd., West Point)

150 bags Tonkin Rice (Stored in No. 9 Godown of the Hongkong & Kowloon Wharf & Godown Co. Ltd., West Point)

Terms: Cash on delivery.

LAMMERT BROS. Auctioneers.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction on

Wednesday, the 16th June 1920 commencing at 11 a.m. at No. 48 Godown, Hongkong & Kowloon Wharf & Godown Co. Ltd., Kowloon.

(For account of the concerned)

5000 Bags No. 1 Tonkin White Rice

Terms: Cash on delivery.

LAMMERT BROS. Auctioneers.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction on

Wednesday, the 14th June 1920 commencing at 11 a.m. at No. 203 Praya East

(For account of the concerned)

1072 Bags No. 1 Tonkin White Rice.

Terms: Cash on delivery.

LAMMERT BROS. Auctioneers.

PUBLIC AUCTION.

The Undersigned have received instructions from Mr. Lah Ven Kee to sell by Public Auction on

Thursday, & Friday, the 17th. & 18th. June 1920, commencing each day at 2.30 p.m.

at their Sales Rooms, Duddell Street

A Valuable Collection of Antique China & Curios from Sung to Ming Dynasties and Kanhi to Towkong periods comprising—

3-coloured, 3-coloured, blue & white bowls, plates, vases, incense burners, figures, pictures, snuff bottles, ornaments, flower pots, screens, plaques, etc. etc.

Very fine gold inlaid bronze vase, Sung.

Very fine green jade incense burner.

Very fine celadon vase, Sung.

Very fine white "Goddess of Mercy," Ming.

Very fine jade inlaid pictures, Kienlung.

Also A Few Pieces of Soochow Redwood Ware.

N. B. The Undersigned will give a 2-weeks guarantee as to the genuineness of the articles offered.

On view from Wednesday the 15th inst.

Catalogue will be issued.

Terms: Cash on delivery.

LAMMERT BROS. Auctioneers.

FAREWELL OF THE WORLD-FAMOUS

MARIE TEMPEST

Thursday, June 17th, "THE DUKE OF KILLICRANKIE."

Friday, June 18th, "THE MARRIAGE OF KITTY."

Saturday, June 19th, "OUTCAST."

BOOK AT MOUTRIES.

PUBLIC AUCTIONS.

Messrs. Lammet Bros. are instructed to sell

THE STEAMSHIP "JEHANGIR"

Now lying in the Harbour of Hongkong under an Order of the Court

By PUBLIC AUCTION on

MONDAY

The 28th day of June 1920 at 3 o'clock p.m.

IN ONE LOT

At their Auction Rooms, in Duddell Street

The ship is a British ship registered at Hongkong of 3206 tons Gross and of 3360.71 Registered tonnage and was built by W. Denny and Brothers, Dumbarton.

For particulars to view apply to Messrs. Lammet Bros., the Auctioneers.

For Further particulars. Apply to

Messrs. JOHNSON, STOKES & MASTER.

Prince's Building.

or to

Messrs. LAMMERT BROS., The Auctioneers,

Duddell Street.

THE Undersigned have received instructions to sell by Public Auction on

Saturday, the 12th June 1920, commencing at 11 a.m. at their Sales Rooms, Duddell Street,

A Large Quantity of Wines and Spirits comprising—

60 cases Australian Hook

35 " Champagne "Due de Monaco"

20 " Peppermint

20 " Salamander Cognac, 5 stars

50 " Salamander Cognac, No. 1

5 " Burgundy

20 " Sherry (various brands)

20 " Dry & Old Tom Gin

14 " Orlam Gin

etc. etc. etc.

N.B. A large quantity of the above will be sold without reserve.

On view Now

Terms: Cash on delivery.

LAMMERT BROS. Auctioneers.

ADVERTISE YOUR WANTS.

WHAT YOU WANT SOMEONE HAS—WHAT YOU DON'T WANT SOMEONE ELSE DOES.

ONE CENT PER WORD PER INSERTION

Two Cents if not Prepaid.

A SMALL ADVERTISEMENT IN THESE COLUMNS WILL BE PRODUCTIVE OF MANY ENQUIRIES

REPLIES AWAIT BOX No. —

WANTED.

WANTED.—Prominent Life Insurance Company has one vacancy for an intelligent, energetic Chinese Representative. Must have good standing in the community and first-class references. Commission only. Apply, giving full particulars under Box 371 "Hongkong Telegraph."

WANTED.

ON DEMANDE.—Un bon dactylographe capable faire correspondance française. Inutile se présenter si connaissance de langue française imparfaite. S'adresser:—BANQUE INDUSTRIELLE DE CHINE, Shamen. Indiquant emploi précédent et salaire demandé.

WANTED.—Stenographer, good knowledge of English essential. Apply in person to Andersen Meyer & Co., Ltd.

WANTED.—From 1st. July Furnished Flat suitable for 2 Bachelors. Hongkong preferred. Apply Box 372 c/o "The Hongkong Telegraph."

NOTICE.

HONGKONG VOLUNTEER DEFENCE CORPS.

With reference to Administrative Orders by Lieut.-Colonel L. G. Bird, "D. S. O." Administrative Commandant, dated 7th June, 1920.

The term Infantry Company, includes all members of Infantry i.e. INFANTRY, LIGHT INFANTRY, SCOTTISH and RESERVE Companies. These Companies at present only being up to Platoon strength, the whole at present constitute one Infantry Company for administrative purposes. Platoons being numbered as follows:

No. 1 Platoon (Light Infantry Company).

No. 2 Platoon (Infantry Company).

No. 3 Platoon (Scottish Company).

No. 9 Platoon (Reserve Company).

G. F. E. RAPSON, Bt-Major Adjutant.

Hongkong Volunteer Defence Corps.

Hongkong, 10th June, 1920.

NOTICE.

HONGKONG GYMKHANA CLUB.

THE EXTRA GYMKHANA MEETING OF THE SEASON will be held at HAPPY VALLEY on SATURDAY, the 12th inst commencing at 4 p.m.

The Charge of Admission will be \$1.00 for others than Members of the Hongkong Jockey Club or Gymkhana Club.

Soldiers and Sailors in uniform Half Price.

The Committee invite the Ladies of Hongkong to be present.

Hongkong, 4th June, 1920.

NOTICE.

The Public is hereby notified that the undersigned has on this date turned over the management of Connell Bros. Company to Mr. A. C. Conrad who from this date is the only one authorized to sign per pr. curation.

W. M. ROUTH.

Hongkong, 10th June, 1920.

NOTICE.

NATIONAL CREDIT 5 PER CENT 1920 UNDER THE GUARANTEE OF THE FRENCH GOVERNMENT.

The Local Manager of the BANQUE INDUSTRIELLE DE CHINE begs to inform the Public that subscriptions for above French Loan are opened to-day in its office, 5 Clater Road, and will be closed on the 15th of June, at 12 noon.

5% Premium Bonds of Frs. 500 each are issued at the price of Frs. 485.—only.

Interest at 5% will run from the 15th of June.

The Bonds are non-convertible before 1940 and redeemable in 75 years by means of drawings (EIGHT DRAWINGS A YEAR) purporting yearly Frs. 20,000,000.—the first prize of each being

ONE MILLION FRANCES.

ROUET DE JOURNEL, Manager.

Hongkong, 2nd June, 1920.

NOTICE.

REPULSE BAY HOTEL.

SATURDAY, JUNE 12th.—

TEA DANCING FROM 4 TO 7 P.M.

DINNER DANCE FROM 8 P.M.

SUNDAY, JUNE 13th.—

Orchestral Concerts during Tiffin and Afternoon.

FLYING—SUNDAY, June 13th.

Commencing at 2.30 p.m.

Tickets for flights and full particulars may be obtained at the Hongkong Hotel Main Office, or at Repulse Bay Hotel.

J. H. TAGGART, Manager.

St. John's Cathedral

ORGAN RECITAL

Monday next

at 6 p.m.

Big

The elder brother of the WESTCLOX family who LRM the world.

Ben


THE MERCURY GARAGE CO.

FOR
GOOD CARS
PROMPT SERVICE
REASONABLE CHARGES.
CAREFUL DRIVERS.
TELEPHONE: 977.

YEE SANG FAT CO.

JUST ARRIVED
SMART WHITE SHOES

WHITE CANVAS
WHITE RUBBER
SOLES & HEELS



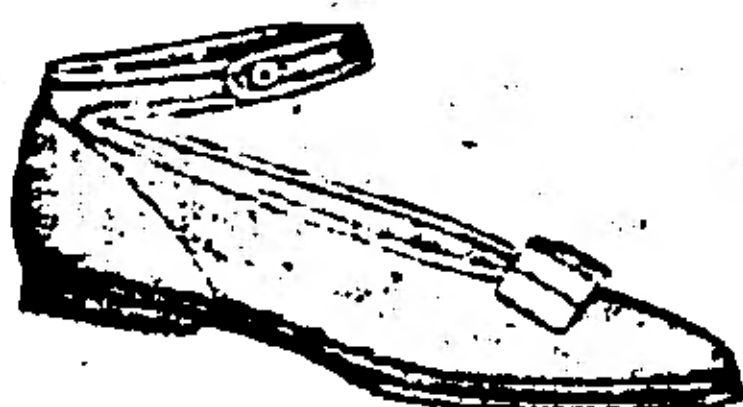
WHITE CANVAS
LEATHER SOLES
RUBBER HEELS

PRICE \$5.00 to \$8.00 pair.

LADIES' WHITE SHOES

"KID"

CANVAS UPPERS & RUBBER
SOLES.
\$2.50 to \$4.00 pair.



CHAMPION TENNIS SHOES

CANVAS UPPER & RUBBER SOLES
Price \$1.75 to \$2.50 a pair.
ALL SIZES.

YEE SANG FAT CO.

Cor. Queen's Road & D'Aguilar Street.
TELEPHONE 1355.

KOWLOON NOTES.

(BY "THE FERRYMAN")

The Kowloon teams in the Tennis League met with varying luck in last Saturday's matches. In the First Division, the Club de Recreio had the ill-fortune to lose to H.K.C.C. by three games, whilst the K.C.C. went down rather badly to the U.S.R.C. In the Second Division, one Kowloon team (the Wigwag) had a victory, by just managing to defeat H.K.C.C., whilst another (the U.S.R.C.) was severely trounced by Craigengower, who won with 45 games to spare.

It is interesting to note that four teams in the First Division are in the same position, each having won two out of three matches. The Civil Service is the only team in the whole League which has been undefeated, having now three victories to its credit. Here it is worthy of note that four of the six Civil Service players are Kowloon residents.

If the weather is good enough to permit play, there should be some interesting games tomorrow. In the First Division, Kowloon C.C. visit the Hongkong C.C., whilst the Portuguese Club will be away to the Chinese. In each instance the home side should win, though the Portuguese will make a big effort to come through. The only match fixed for the Second Division is that between K.C.C. and Craigengower, but I hear this may be postponed.

Quite a number of Kowloon people have now enjoyed the pleasure of a trip in a seaplane. When the service to Macao is commenced, I suppose it will be quite the fashion for honeymooners to make use of this rapid means of travel. I hear that a very modern young couple will soon start this new wedding custom.

How much water do you think Kowloon people consume during the course of a month? According to the latest returns during May the consumption totalled 43 million gallons! The consumption per head per day was 14.9 gallons, which is slightly higher than for the same month last year. Now, who on earth can possibly drink over 14 gallons of water a day? But I forget, "consumption" includes water for washing, also. So if we are not "bone dry" people, we must surely be wonderfully clean folk!

Under the heading of "Piano Fiddle," I see that a London paper is offering a prize of two guineas for a 250-word article on the annoyance caused by neighbours in flats and suburban houses playing the piano and other musical instruments. Competitors are asked to "tell us how you have suffered and what, in your experience, has been the best way of dealing with this matter."

How would a Kowloon competition of this nature take on? But instead of offering a prize for 250 words, would be better to give the award to the competitor who in one word best summed up what he felt. How have we suffered? Worse than words can tell. What is the best way of dealing with the matter? Deportation.

But it hasn't been a bad week in Flatland. Somebody had a grim struggle with "Until" and "Because" one night—until the neighbours were bored stiff "because" they had had a faint recollection of having heard these words before. The bagpipes made a faint wail a night or so later, but the piper early ran out of breath. Let's hope he won't get re-charged!

I was glad to see that Dr. Ozorio made a strong plea for that Hospital for Kowloon Europeans at the last meeting of the Sanitary Board. We shall get it one day, no doubt—if we don't all die before it's put up.

FIRE BRIGADE.

A YEAR'S WORK.

The report of the Hongkong Fire Brigade by Station Officer Lane for last year shows the following statistics.—Fires, 27; small fires, 65; ship fires in the harbour, 4; chimney fires, 12. The actual number of calls received was 108, against 106 in 1918.

Estimated Loss.—The total loss during the year on buildings and contents within the Colony is estimated at \$157,897, as against \$640,405 a decrease of \$482,508.

Water Supply.—During the year a considerable advance has been made in the water supply for the suppression of fire. New mains have been laid by the Public Works Department. A large number of hydrants of the treble outlet pattern have been added. The hydrants are kept in order by the Public Works Department and are in good condition.

Street Fire Alarm System.—This system is antiquated and not very satisfactory. No calls have been received from the Points during the year. It is proposed to improve the system as soon as sufficient cable is available.

Fire Station.—The Central Fire Station is too small, causing overcrowding, and there is no room for extension. Plans for a new Central Station in Connaught Road Central opposite the Central Market are in course of preparation.

General.—It will be seen by the record of fires that the work of the Brigade is on the increase. The permanent staff was increased by 8 Chinese firemen to man the new motor appliances and further increases have been approved, mainly in connection with the new Sub-Station at Tsim Sha Tsui in Kowloon. There has been a large increase in the number of new buildings erected during the year and further building operations are in progress all over the City and in Kowloon.

IRON AND STEEL.

BIG AMERICAN ENTERPRISE.

Consistent with the increasing demand for American iron and steel products in China, the Consolidated Steel Corporation of New York has just opened a new Chinese office at Nantung Building, 23 Kinkiang Road, Shanghai.

This company is the direct and exclusive representative for exporting the iron and steel products of the following American companies: Bethlehem Steel Company, Brier Hill Steel Company, Cambria Steel Company, Lackawanna Steel Company, Lukens Steel Company, Midvale Steel and Ordnance Company, Republic Iron and Steel Company, Sharon Steel Hoop Company, Trumbull Steel Company, Whitaker-Glessner Company, Youngstown Sheet and Tube Company.

Together these companies have an annual ingot capacity in excess of 12,000,000 tons and control more than one quarter of the steel-making capacity of the country.

The new Shanghai office will enable buyers in China to meet almost every imaginable need in iron and steel products without having to go beyond a single source of supply, since the company is prepared to furnish substantially all grades of pig iron, semi-finished and finished rolled and drawn steel, tool steel, tubular products, alloy steels of all grades, rolled steel, car wheels and tires, iron, steel, and brass castings, fabricated structures and bridges, special machinery, etc.

The management of the Chinese office will be in the hands of Mr. Gilbert L. Robinson, who comes to Shanghai with over 25 years of experience in the sale and exporting of American iron and steel products and is in every way well prepared to assist Chinese buyers in getting quick dependable service.

SANATORIUM FOR SAILORS.

Lord Inchcape appeals in a letter to *The Daily News* for contributions to a fund that is being raised for the establishment of a sanatorium for consumptive sailors. The effort has the support of the King, who has given his permission for the institution to be called "The King George's Sanatorium for Sailors." Contributions of close on £50,000 have already been received, but more is necessary for the scheme.

NOTICES.

RY FARM NEWS.

FREN SMOKED FISH

shipments ex S. S. "Cardiganshire"

5 Fillets	60 cents per lb.
5 Haddock	50 " " "
5 Kippers	40 " " "
5 Kings	30 " " "
5 Salmon (Canadian)	60 " " "
5 Salmon (Siberian)	20 " " "

RY FARM, ICE & GOLD STORAGE
COMPANY, LIMITED.

CAL-PA-CO

PURE
MARINE PAINT

CAL-PA-CO cannot be equalled for purity and the excellent finish it imparts on any surface. It withstands the severe tests of weather and varying temperature.

INTERIOR DECORATION

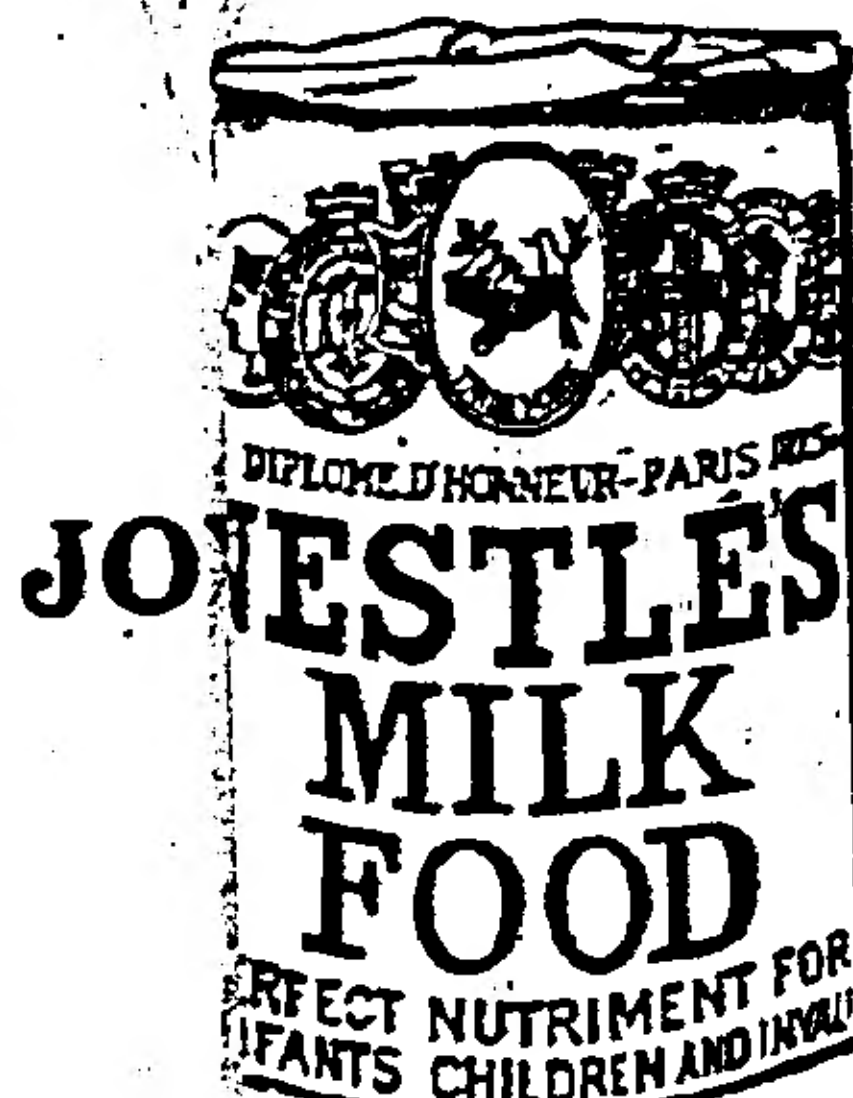
CAL-PA-CO offers something entirely new in interior finish.

MANUFACTURED BY THE
CALIFORNIA PAINT CO.

Sole Agents.

GERIN, DREVARD & CO.
HOTEL MANSION.

BRINGS



MOTHERS

SEND AD TO NESTLÉ, P.O. 351, HONGKONG.

SEE SAMPLE AND BABY BOOK.

TRIADETY.

A DASTARDLY.

Further to the active existence of the notorious gang of cut-throat Society, was revealed a case in which Inspector, of the Western charged two Chinese members of a District W. the name of Han Li Shing Street, at 125 the 31st of May last.

It was some time that the unfortunate being fatally stabbed from behind side of the abdomen all the way to the Govt Hospital, where his body was attended but without the died the following day.

on the offer to another man, who with less scruples, consented to carry out the murder for a sum of only \$30, but on condition that he should, on the accomplishment of his mission, be further rewarded by being installed with all due ceremony into the office of Ah Kung (or elder) of the Triad Society.

The murder was carried out as has been described, but the man who had refused to carry it out nevertheless accompanied the murderer on his mission. Both men for the purpose of being warned against the appearance of the Police were accompanied by a third man who followed his companions at a respectable distance behind. This man was not arrested, when the other two alleged murderers were caught by the Police.

The case has been remanded by the Magistrate.

TAX ON FRENCH CAPITAL. The French Chamber has adopted the tax on business capital which, according to the promoter of the Bill, will yield some £16,000,000 to £20,000,000 a month.

NOTICES.

J. T. SHAW

B. V. D.

SUMMER UNDERWEAR

UNION SUITS

MADE FROM A FINE WHITE CHECK
NAINSOOK, CUT FULL AND FREE
EVERYWHERE, SO AS TO ENSURE
PERFECT COMFORT TO THE
WEARER. ALL SIZES.

VESTS WITH SHORT SLEEVES
DRAWERS KNEE LENGTH
MATERIAL AS ABOVE, BUT
STOCKED IN SEPARATE GAR-
MENTS, FOR PEOPLE WHO PREFER
THEM TO THE ONE PIECE.

J. T. SHAW

TEL. 692. SPECIALIST IN MEN'S WEAR. TEL. 692.
NEXT DOOR, HONGKONG HOTEL.

Powell Ltd

TELEPHONE 348

GENTS OUTFITTING

FOR

SPHERE GARTERS

NO METAL IN CONTACT WITH THE LEGS.

THE EXTRA WIDTH AND EXTREMELY
SUPPLE ELASTIC MAKE THE

SPHERE

THE ONLY GARTER THAT

DOES NOT BIND.

THE ACME OF COMFORT.

Colors:—NAVY, TAN, SKY.

NEW COLUMBIA

RECORDS

A2761	First Rose of Sam ner	Fox Trot	Happy Six
	Somebody's Heart		" "
A2395	Bo-La-Bo	Fox Trot	Louis Jazz Band
	Venetian Moon		Kentucky Screamers
A2613	Ostrich Walk	Fox Trot	Guido Deiro
	Jazz Band Ball	One Step	" "
A2397	Indiana One Step	Original Dixie Jazz Band	" "
	Darktown Strutters	Fox Trot	" "

THE ANDERSON MUSIC CO., LTD.

(THE COLUMBIA SHOP)

15, DES VŒUX ROAD.

TEL 1322.

OWING TO THE CONSTANT
RISE IN FIRST COSTS AND
THE FALL IN EXCHANGE WE
ARE OBLIGED TO REDUCE
OUR DISCOUNTS TO CUSTOM-
ERS TO FIVE PER CENT.

CALDBECK, MACGREGOR & CO.

15, Queen's Road Central.

(Telephone No. 73.)

THE FUJI TRADING CO., LTD.

(INC. IN JAPAN)

— PAPER —

of all Descriptions in Stock.

Address: 1A, Chater Road Central, Hongkong.

P. O. Box: 540.

Telephone 3452.

Telegraphic Address: Fujiboyeki, Hongkong.

Head Office: OSAKA.

CONSTEED

Announcement of New China Office

In order to give customers in the Orient quick, convenient, and dependable service, we have opened a new branch office at Nantong Building, 22 Nankiang Road, Shanghai.

This office is in charge of Mr. Gilbert L. Robinson, who comes to Shanghai with an intimate knowledge of manufacturing conditions and every facility of leading American Steel Manufacturers for assisting users of all iron and steel products including the following:

Agricultural Steel, such as Plow, Disc, Harrow, Reel, Drag, Teeth, Cultivators, Teeth, Barbed Wire, etc.
 Alloy Steels.
 Anchors and Anchor Chains.
 Axles.
 Bells.
 Bars—Steel, Black, and other Reinforcing Iron.
 Bolts.
 Bolts—Hexagonal, Taper, Flat Head, Round Head, Man Holes, Taper Holes, Flanges, and Bolts.
 Boiler Tubes, Welded Steel and Cast Iron.
 Bridges.
 Castings—Iron, Brass, and Steel.
 Chains—Link, Roller, and other.
 Crane Tracks, Wheels, and Industrial Wheels of all kinds.
 Cylinders, Right and Left Hand Electrical Presses for Straps and Belts.
 Drums.
 Fabricated Structural Material.
 Forgings—Target, Shell, and other.
 Girders.
 Hoists.
 Irons.
 Locomotives.
 Machine Tools.
 Pipes.
 Pumps.
 Rails.
 Rivets.
 Screws.
 Shafts.
 Shells.
 Slabs.
 Spokes.
 Tanks.
 Tires.
 Tubes.
 Valves.
 Wires.
 Yards.
 Zippers.

As our Member Companies' annual output capacity is in excess of 12,000,000 tons annually we are in a position to handle the largest requirements as well as to quote fair prices.

Inquiries should include exact specifications, giving quantities, desired, particulars as to size, weight, packing, country of destination, etc., and purpose for which the materials are required.

Consolidated Steel Corporation

SOLE EXPORTER OF THE COMMERCIAL PRODUCTS OF

BETHLEHEM STEEL COMPANY.
 BRIDGE STEEL COMPANY.
 COLUMBIA STEEL COMPANY.
 LACKAWANNA STEEL COMPANY.
 PITTSBURGH STEEL COMPANY.
 MIDVALE STEEL & ORDNANCE CO.
 REPUBLIC IRON & STEEL COMPANY.
 SHARON STEEL HOOD COMPANY.
 THUNDERBOLT STEEL COMPANY.
 WHITAKER GLESSNER COMPANY.
 YOUNGSTOWN SHEET & TUBE CO.

100 Broadway, New York, U.S.A.

BRANCH OFFICES AND REPRESENTATIVES in San Francisco, Seattle, and New Orleans; Montreal and Toronto; St. John's, Newfoundland; Mexico City; Havana; Managua; Bogota; Rio de Janeiro; Buenos Aires; Lima; Santiago; Valparaiso; London; Copenhagen; Christiania; Barcelona; Milan; Johannesburg; Calcutta; Shanghai; Sydney; Wellington.

AMAZING THEATRE SCENE

PLAY STOPPED AT THE GARRICK

A scene, certainly unprecedented in the history of the English theatre, and one which filled the mind of every decent playgoer who was there with inexpressible distress, happened at the Garrick Theatre recently, writes the *Daily Chronicle* dramatic critic.

On account of what was described by galleryites themselves as "organised opposition," the curtain was rung down soon after the beginning of the second act of "One Night in Rome," the new play by the English-born dramatist, Mr. J. Hartley Manners, in which Miss Laurette Taylor (Mrs. Hartley Manners), who charmed London so memorably in "Peg o' My Heart," played the chief part.

There was a brilliant audience—one of the most distinguished first-night audiences of the year, with the American Ambassador and Mrs. Davis in a box draped with the Stars and Stripes.

From the very first it was obvious that something was wrong. The first scene—a clairvoyante's studio—happened to be set with a comparatively low ceiling, and there were shouts from some parts of the gallery that those there could not see.

From this time forth there was intermittent "giving" of the play, but it appeared good-humoured, and ceased for the time being when Miss Laurette Taylor came on and gave an extremely fine performance of a supposedly Italian clairvoyante interviewing various clients, and in a black wig, which, with a wonderfully-assumed manner, entirely in contrast to Peg's, made her seem not unlike a pocket edition of Mrs. Patrick Campbell.

Miss Taylor's reception after the first act was entirely cordial, so much so that she came before the curtain and made a pleasant little speech.

"You will be able to see, in the next act," she said, "the reason why the ceiling was so low; that the scenery was built in America where we are accustomed to do things on a small scale."

At this there was plenty of laughter, and all seemed well.

BOMBARDED FROM GALLERY.

The real outbreak began with the second act, when there was a trivial scene of a fancy-dress ball, at which Mr. Barry Baxter had to appear as Cupid and to play the fiddle intentionally not well to some lady-dancers. This was received with far more violent abuse. There were roars and jeers from the gallery, and sweethearts and pence were thrown on the stage.

At this Miss Laurette Taylor—though it was not apparently because—came forward and began to speak to the gallery, saying that all those who could not see could come downstairs, and would be given orchestra stalls another night.

Here she gave signs of breaking down, and was joined by Mr. C. B. Cochran, her "presenter."

Standing arm-in-arm with Miss Taylor, Mr. Cochran said, "I have brought this great little artist three thousand miles to play in this theatre, and I am not going to have her insulted upon this stage."

"I shall ring the curtain down," he added, "and our real first-night will be upon another evening. In the meantime the scenery will be altered, and the line of sight studied with a special view to the gallery."

This announcement was followed by a general hubbub of conflicting voices. One was heard to say, "Go back where you came from"; another, "We can see

CONSIGNEES

NOTICE TO CONSIGNEES

PACIFIC MAIL S.S. CO., LTD.

S.S. "WEST CONOB."

From SAN FRANCISCO via HONOLULU, YOKOHAMA, KOBE & SHANGHAI.

The above mentioned vessel having arrived from the above mentioned ports, Consignees of cargo are hereby notified that their cargo will be landed at their risk and expense into the Pacific Mail Steamship Company's Godowns at West Point, and stored at Consignees' risk.

Consignees of cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of the Imports and Exports, Hongkong, before Bills of Lading can be countersigned.

All broken, chafed and damaged goods are to be left in the Godowns where they will be examined on June 15th at 2 p.m. and June 17th at 10 a.m.

All claims must be presented within a week of the steamer's arrival here, after which they cannot be recognized.

No claims will be admitted after the goods have left the Godowns, and all goods remaining undelivered after June 17th will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for counter-signature immediately.

PACIFIC MAIL S. S. CO.,

Hongkong, 10th June, 1920.

all right, Mr. Cochran." It is organized opposition.

"THIS IS NOT LIKE ENGLAND."

Sir Alfred Butt, rising in the middle of the orchestra stalls, shouted, "Let the people upstairs go, Mr. Cochran, and keep on the play."

"This is not like England," commented Miss Taylor, amidst loud and sympathetic cheers. Mr. Cochran, however, stood by his ground, the curtain came down, and "God Save the King" was played.

For a long while no one seemed inclined to leave the theatre, and the audience remained in eager discussion. Sir Alfred Butt speaking strongly in favour of his brother-manager.

A certain proportion of those present evidently considered that a play ought not to be produced without attention to the line of sight from the gallery.

The predominant opinion, however, is that the "opposition" was due to Miss Laurette Taylor's having left England during the war, and at a time when air-raids happened to be prevalent, a cruel and obviously unfair impression having thus got about.

SYMPATHY WITH MISS TAYLOR.

In any case, the utmost sympathy was expressed on all hands with Miss Laurette Taylor herself, who had acted delightfully all through the first scene; with Mr. Hartley Manners and with the company, which included Mr. Arthur Montmer, Mr. Harry Vibart, and Miss Oreta Kemble Cooper. Mr. Frank Cooper's daughter.

The possibility of the opposition being definitely organized, is given colour to by the discovery of paper pellets containing snuff and red pepper in the gallery.

CONSIGNEES

NOTICE TO CONSIGNEES

THE ROBERT DOLLAR CO.

The U. S. S. R.

S.S. "WEST HEPBURN"

having arrived from San Francisco and ports on June 6th, 1920, consignees are hereby notified that their cargo is being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited and stored at consignees' risk.

All broken, chafed and damaged cargo is to be left in the Godowns until Thursday, June 10, 1920, when they will be examined by Messrs. Carmichael & Clarke at 2.30 p.m. Thursday June 10th, 1920.

Claims will not be accepted unless cargo is so examined by said surveyors, prior to the above date.

All claims must be presented within a month of the steamer's arrival here, after which they will not be recognized.

No Claims will be admitted after the goods have left the Godowns.

All goods remaining after June 12th, 1920, will be subject to rent. No Fire Insurance whatever will be effected.

Consignees are requested to send in their bills of lading for countersignature.

THE ROBERT DOLLAR CO.,

Agents.

Hongkong, 7th June, 1920.

STRUTHERS & DIXON INC.

NOTICE TO CONSIGNEES

From SEATTLE

THE Steamship

"WEST JENA"

having arrived from Seattle via ports on 10th June 1920 consignees are hereby notified that their cargo is being landed at their risk into the Godowns and/or Extra-Hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd., Kowloon, and stored at consignees' risk.

Consignees of cargo must produce an Import Permit signed by the Superintendent of Imports & Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the Godowns where it will be examined at 11 a.m. on 17th June, 1920, by the Company's surveyors, Messrs. Carmichael & Clarke.

All claims must be presented within thirty days of the steamer's arrival here, after which they cannot be recognized. No claims will be recognized after the goods have left the Godowns, and cargo undelivered on and after June 17th, 1920 will be subject to rent.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

STRUTHERS & DIXON, INC.

Agents.

1st floor, Powell's Building,

12, Des Vaux Road, Col.,

Hongkong, 10th June, 1920.

CONSIGNEES

NOTICE TO CONSIGNEES

PACIFIC MAIL S.S. CO., LTD.

S.S. "LAKE FARMINGDALE"

From CALCUTTA via RANGOON, PENANG & SINGAPORE.

The above mentioned vessel having arrived from the above mentioned Ports, consignees of cargo are hereby informed that they must take immediate delivery of same from alongside, and cargo impeding discharge will be landed at their risk and expense into the Pacific Mail Steamship Company's Godowns at West Point, and stored at Consignees' risk.

Consignees of cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of the Imports & Exports, Hongkong, before Bills of Lading can be countersigned.

All broken, chafed and damaged goods are to be left in the Godowns where they will be examined on June 14th at 10 a.m.

All claims must be presented within a week of the steamer's arrival here after which they cannot be recognized.

No claim will be admitted after the goods have left the Godowns, and all goods remaining undelivered after June 15th will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

PACIFIC MAIL S. S. CO.

As Operators, U. S. Shipping Board.

Hongkong, 8th June, 1920.

NOTICE TO CONSIGNEES

PACIFIC MAIL S.S. CO., LTD.

The Steamship

S.S. "ECUADOR"

From SAN FRANCISCO via HONOLULU, YOKOHAMA, KOBE, SHANGHAI & MANILA.

The above mentioned vessel having arrived from the above mentioned ports, Consignees of cargo are hereby informed that their cargo will be landed at their risk into the Pacific Mail Steamship Company's Godowns at West Point, and stored at Consignees' risk.

Consignees of cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of the Imports & Exports, Hongkong, before Bills of Lading can be countersigned. All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on June 14th at 10 a.m. and June 15th at 10 a.m.

All claims must be presented within a week of the steamer's arrival here, after which they cannot be recognized.

No claim will be admitted after the goods have left the Godowns, and all goods remaining undelivered after June 15th, will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

PACIFIC MAIL S.S. CO.,

Hongkong, 8th June, 1920.

NOTICE

W. S. BAILEY & CO., LTD.,

ENGINEERS & SHIP-BUILDERS, HOK UN KOWLOON.

HARBOUR REPAIRS

Call Flag "L"

Sole Agents for "KELVIN MOTORS."

Motors from 12 B.H.P. to 50 B.H.P. now in stock also spare parts.

Works Tel. K.21.
 Manager K.22.
 Harbour Engineer K.129.
 Works Supt. K.410.
 Telegrams "SEYBOURNE."

CANADIAN PACIFIC OCEAN SERVICES,

LIMITED.

FOR VICTORIA AND VANCOUVER, B.C. VIA

SHANGHAI, NAGASAKI, KOBE & YOKOHAMA.

S. S. "MATTAWA"

WILL SAIL FROM HONGKONG

ON OR ABOUT THE 26th JUNE.

Through Bills of Lading issued to Canadian and

U. S. overland points.

For freight apply to—

P. A. COX,

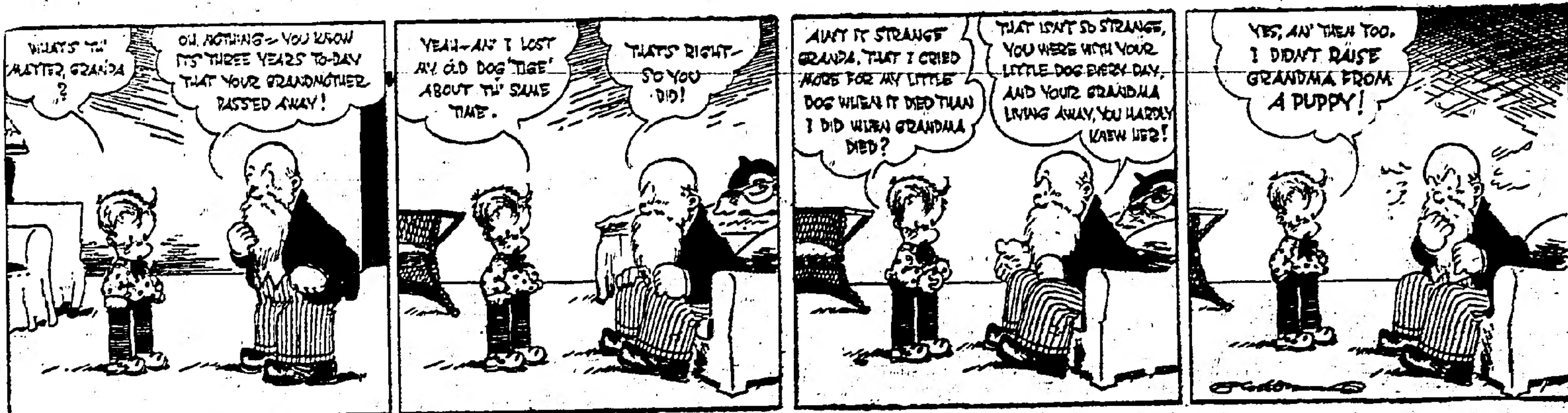
Acting General Agent.

C. P. O. S. Ltd.

FRECKLES AND HIS FRIENDS

It Made a Great Difference.

BY BLOSSER



Finest London GIN.

Sir Robt. Burnett & Co.'s
Fine Dry
Fine Old Tom.

SOLE AGENTS:
A.S. WATSON & CO., LTD.

WINE AND SPIRIT MERCHANTS.

TELEPHONE 616.

Cable Address: Telegraph, Hongkong.

Telephone: No. 1. A.B.C., 5th edition. Western Union.
Office address: 11, Ice House Street.

The Hongkong Telegraph

HONGKONG, FRIDAY, JUNE 11, 1920.

THE DRINK PROBLEM.

We were not in the least surprised to learn that the Supreme Court of America has held that the prohibition amendment and also the enforcement of the prohibition law are constitutional, though that does not mean to say that we think prohibition in itself is good. The Legislature of the United States has seen fit to pass such a measure and, although the question was raised as to its being constitutional, we had no doubts as to its legality. Those who have seen fit to fight prohibition on this score have chosen the wrong method. Presumably it is still open for the various States of the country to hold different interpretations of what is alcoholic liquor. In some States the percentage of alcohol allowed in drinks is higher than in others and it may yet have to come to a decision on this point being given by the supreme authority of the realm. But for all intents and purposes America has now gone positively "dry" and, though we should not like to see the example widely followed, we wish the movement well because there is behind it a desire to improve the moral and physical status of the people.

It is interesting for a moment to see what is being done at home in the way of experiments for the State control of liquor—a question that has been looming largely in English politics since and during the war. On this question there is being brought to bear the same spirit of common sense and sane compromise which the British people have on the whole succeeded in applying to its other political and social problems. Most people are anxious to see progress in temperance reform, but it is realised that there must be no extremist policy. It will be remembered that during the war a Central Control Board was formed to supervise and restrict the brewing trade and that as an experiment in direct control the Carlisle area was chosen. It was in this area alone that all licensed houses were taken over and administered, and the General Manager of this area has recently issued a report that conclusively proves the success of the undertaking. It is pointed out that the State management of the drink supply, first undertaken in 1916, was not a "social experiment," but was an emergency method of dealing with a dangerous situation. But in 1919 the Carlisle test had its first experience of peace conditions and it is interesting to see how it fared. When the war ended the question became a frankly social one. Could the State, as trader in alcoholic liquor and other refreshments in this area, serve the convenience of the public fully as well as the private trader elsewhere in the country, without financial loss and with positive gain in the direction of sobriety, health and public order? That was a big test: to put the scheme to and it has come out with flying colours. Without quoting from the report we can indicate that there was no public complaint against it, whereas the Trade Unions of the district not only urged the Government by a majority of 200 to one to continue it but also asked for its extension over the whole country. All the hotels and public houses were renovated, made clean, comfortable and decent. Many were reconstructed as food taverns—popular restaurants supplying good cheap meals. As regards profits there was at the close of the year only five per cent. of the compensation awaiting settlement: all expenses had been met; there was one third of the capital employed in the undertaking replaced; and there was a return of 17 per cent. made to the State upon its whole capital outlay. Carlisle is now served by 69 public houses instead of 119; all drink advertisements have been done away with; and drunkenness has fallen to a low "record," whilst the Chief Constable, the local Press and the clergy are wholehearted in their praise of the scheme. There is rightly being asked at home: Can the Government extend throughout the whole country what has proved so successful in one corner of it?

To us there seems nothing fanatical or oppressive about it. It has done more for temperance in Carlisle than years of talk and tracts. Public opinion seems heartily in its favour and public opinion must be given its chance. At present the public are looking for legislative reform, but certainly not legislative suppression, of the drink trade. It is being advocated that there should be a referendum taken for the people to choose between a drink trade efficiently and economically conducted and with respect for its social consequences and a drink trade inefficiently and wastefully conducted with no respect for social consequences. Direct State control seems to us a plain and practical method of dealing with the problem. It would be better than prohibition because the latter must always bring secret evils with it. And there would be no interference with the liberty of the subjects, such as has raised the question of constitutionalism in the United States.

NOTES & COMMENTS.

THE SANATORIUM QUESTION.

In his speech at the last meeting of the Sanitary Board, Dr. Orazio raised a most important question when he advocated the provision of a sanatorium for the treatment of tuberculous patients and the appointment of a full-time Tuberculosis Officer. These words of Dr. Orazio come with special force from a medical man—"Nowadays a man who is diagnosed as suffering from tuberculosis by his medical attendant receives it with much the same feeling as a murderer fears his death sentence. If the dangers of this white plague can be mitigated in England by the appointment of tuberculosis officers and the establishment of sanatoria, Hongkong must follow her example. The mortality return of the Colony shows phthisis and other tuberculous diseases as the cause of the greater number of our deaths, and if by the establishment of the above mentioned measures we will be able to decrease it the Government must not look at the question of expense." Admitting that it is the duty of the Government to safeguard public health, there can be no disputing Dr. Orazio's contention. Expense should always be subsidiary to the public interest in matters of this kind.

A HEAVY TOLL.

Many people will be surprised to hear that tubercular diseases account for the greater number of deaths in this Colony, for that is an impression that is not generally prevalent. We have not the figures for last year, but we have looked up the returns for the previous twelve months and these reveal a very heavy toll from diseases of this kind. The classification is made under two headings, one of which is "Tuberculosis" and the other "Respiratory Diseases." The total number of deaths from the former in 1918 was 1,680, and from the latter 2,981. The greater proportion of these were, of course, Chinese. For the year, the total deaths from all causes came to 13,714, of which no fewer than 3,661 came under the two headings specified above. It is recorded that the percentage of deaths from tuberculosis was 12.9, whilst for respiratory diseases the death rate amongst Chinese was five per thousand. These figures reveal the seriousness of tubercular diseases in our midst. We presume that the statistics for the past year are about as bad, for there was no special cause to send up the deaths from complaints of this kind during 1918. We cannot imagine the authorities in any other place sitting down and doing nothing to cope with an evil of this extent. The time for the taking of special measures to combat the disease is long overdue.

TENNIS CHAMPIONS.

Those who have been following the recent lawn tennis tournaments will be interested to know that during the past six years only two men have figured as Singles Champions of the Colony. In 1915, S.E. Green won the honour and he succeeded in retaining it for the next two seasons, thus winning the cup outright. For the tournaments which came to an end in 1918, Sir Paul Chater generously gave a new trophy to be contested for by aspirants to the Colony's Championship, and this cup has never been won by anyone else but Ng Sz-kwong, who has now secured it for his own possession by coming out on top for three years in succession. It is a most interesting coincidence that immediately after Green's three years of victory, Ng Sz-kwong should accomplish a like feat. If our memory is not at fault, prior to the advent of these two men the Championship Cup often changed hands, and seldom was it that anyone won it outright. For next year's tournaments, a new trophy will have to be found. We wonder if that one will share the same fate?

KING TO SAIL IN YACHT RACE.

The King has definitely announced his intention of sailing in the Britannia at the regatta of the Royal Northern Yacht Club at Rothay on Monday, July 12. This will be the only day on which his Majesty will race, although his yacht Britannia will take part in all the big class events during the Clyde fortnight. The Royal Northern is the senior yacht club on the Clyde, and the King has presented a cup which will be sailed for at this regatta.

DAY BY DAY.

CHARACTER IS, AND WILL ALWAYS BE, THE ONE SURE PASSPORT TO THE RESPECT AND HONOUR OF THE BRITISH PEOPLE.—Mr. J. J. J. J.

Yesterday there were two fatal cases of plague notified (both Chinese).

Miss Norma Sturla, Supervisor of the U.S. Servicemen's Clubs, Honolulu, is touring the Orient and enjoying a short stay in Hongkong as the guest of Mr. and Mrs. Owen Levy at 29a Kennedy Road.

Commenting on the appointment of the Rev. C. R. Dorey as Bishop of Hongkong, the Times says—"Last year he announced his intention of going abroad as a missionary, and recently resigned his post in Salisbury-square to proceed to West Africa."

Orders for the Cadet Company of the Hongkong Volunteer Defence Corps by Lieut. A. O. Brown, state—Parade—Bathing.—Weather permitting launch will leave Blake Pier on Wednesday, the 16th instant at 5.15 p.m. and call at Kowloon ten minutes later.

Detective Sergeant Murphy made a search of a house at Reclamation Street yesterday which led to the discovery of a store of arms comprising one revolver and four daggers. As the case may lead to further revelations, Sergt. Murphy applied for a remand for the two Chinese whom he had arrested. The prisoners were admitted to bail.

A billiards dinner took place at the Chinese Club on Wednesday night for the presentation of the trophies won in the Club's two tournaments during the winter. Mr. J. M. Wong presided. The prizes were very handsome, the winners cups in each event being valued at \$100 each. The successful players were—1st Tournament: 1st, Mr. W. Hall; 2nd, Mr. B. W. Tape; Best break, Mr. W. Hall. 2nd Tournament: 1st, Mr. Lai Jim-to; 2nd, Mr. Sio Po-ching; Best break, Mr. Leung Kam-kong.

To-morrow's Pictorial Supplement will include pictures taken at the recent seaplane demonstration at Repulse Bay, one showing H. E. the Governor returning after his flight. There will also be a photo of Dr. Arthur Wood and his bride, as well as a number of pictures of the arrival of the Roma-Tokyo fliers at Peking, and of the recent aerial fight from Peking to Tientsin. Next week there will be a number of other interesting local pictures, including one of the Sergeants of the Wiltshire Battalion.

A very enjoyable Whist Drive was held last evening in the Sergeants' Mess of the Wiltshire Regiment, Murray Barracks. In spite of the counter-attractions and the bad weather, over eighty players sat down to test their skill. The recipients of the beautiful prizes were as follows—Ladies: 1st, Mrs. Bacon; 2nd, Mrs. Burden; 3rd, Mrs. Beard; hidden number, Mrs. Chesley. Gentlemen: 1st, Sgt. Prior, Wilts Rgt; 2nd, Chief Petty Officer Harding; 3rd, Sgt. Hawkins, Wilts Rgt; hidden number, Sgt. Smith, Wilts Rgt. The duties of M.C. were efficiently carried out by R. Q. M. S. Miller, in his usual congenial manner.

A Chinese who wanted to give some clothes to one of the prisoners detained in the detention cells at the Central Police Station yesterday successfully carried out his object by bluffing the looking who was on duty at the iron gate leading to the cells. He told this policeman that he had permission from an Inspector to visit one of the prisoners and once in side the gate he stripped off a jacket and handed it to the prisoner, evidently a friend or relative of his. His game was "spotted," and he was promptly transferred inside one of those cells. Mr. N. L. Smith, before whom the case was brought this morning, remarked that there seemed to be nothing much in this case, whereat he was informed by one of the Inspectors that the offence that the prisoner had committed was pretty serious, as it gave opportunities for transferring arms or weapons to prisoners which would lead to very serious consequences. The prisoner was discharged by His Worship with a caution.

ROMANIAN CROWN PRINCE.

THE OFFICIAL LANDING.

The official landing of H. R. H. Prince Carol of Rumania took place last evening at 6.35 and was accompanied by all the honours which Hongkong had prepared for the distinguished visitor. The interest which Hongkong took in the visit was evidenced by the large crowd gathered at the pier and that lined the route to Government House. Though the weather had in the earlier part of the day promised to make the occasion a rather dreary one (in spite of the gay appearance of Blake Pier, festooned with flags and bunting, and the unusually large number of troops that were turned out to do honour to the Prince) it cleared up very opportunely at the hour of the arrival. After a very long wait, occasioned by the delay of the Madras through fog, the return of the three submarines which had been sent out to escort the vessel into the harbour, was a welcome signal to the spectators. Soon afterwards, the Madras, her masts festooned with bunting, came in, and as she stopped at her mooring place salutes were fired from Signal Hill, and then taken up by the war ships at the Naval Yard and the U.S.S. Helena.

At the Harbour entrance the Madras was boarded by Captain Warner, the Private Secretary of the Governor, and as soon as the vessel came to a stop opposite Blake Pier, His Excellency the Governor, accompanied by his A.D.C. (Captain McGrath), Col. Young (Acting G.O.C.) Commodore Bowden Smith, and the Hon. Mr. A.G.M. Fletcher (Colonial Secretary) met the Prince on board, going out in the launch Victoria of which Commander Beckwith (Harbour Master) was in charge. After their return, the launch went out again and brought in the Prince and his staff, among whom are General Gavanesco, Col. Condiesco, Captain Boris (A.D.C.), M. Djubari (Private Secretary), and M. le Ministre Filador.

His Excellency introduced the Prince to the waiting heads of department and officers, including Mr. Justice Gompertz (Acting Chief Justice), Hon. Mr. E. H. Sharpe, Hon. Mr. E. R. Hallifax, Hon. Mr. J. H. Kemp, Hon. Mr. D. W. Tratman, Hon. Mr. W. Chatham, Hon. Mr. E. V. D. Parr, Hon. Mr. P. H. Holyoak, Hon. Mr. Ho Fook, Hon. Mr. A. R. Lowe, Hon. Mr. E. A. Irving, Mr. P. J. Wodehouse, and Mr. E. Suzuki (Consul General for Japan), Col. Humphry, Major G. N. Humphreys, Lt.-Col. Loring, Lt.-Col. Taylor, Lt.-Col. Green, Lt.-Col. Cross, Lt.-Col. R. A. Nicholson, Lt.-Col. Wyndham, Lt.-Col. Delacombe, Major Wakefield, Major G. N. Humphreys, Major Major Greenaway, & Major Ardoino. Capt. Legge (A.D.C. to the G.O.C.) and Capt. Stern (Secretary to the Commodore) were in attendance.

On emerging from the Pier the Band of the Wiltshires played the Rumanian National Anthem, and His Royal Highness then inspected the Guard of Honour provided by the Wiltshire Regiment, under the Command of Captain Beaver, with Lt. Denne as standard bearer. The party then proceeded to Government House in motor cars, the route being lined by various forces in the following order:—The Navy (represented by men from the Tamar, Titania, Cadmus, Fame, and the submarines), the Marines, 74th Punjab, Wiltshires, R.G.A., H.K.S.B. R.G.A., Royal Engineers, 22nd Punjab, and Chinese sappers. A guard of honour drawn from the 2/22nd Punjab under the command of Captain Gordon formed up at the entrance to Government House.

At Government House a banquet took place in the ball-room which was artistically decorated. At dinner there were present: H. E. the Governor, H. R. H. the Prince, H. E. Minister Filador and Lady Stubbs, His Hon. Mr. Justice Gompertz and Mrs. Bowden-Smith, Gen. Gavanesco and Mrs. Gompertz, Com. Bowden-Smith, C.B.E., R.N., and Mrs. Chatham, Col. Condiesco, C.B., and Mrs. Young, Col. Young and Mrs. Parr, Lt.-Col. Condiesco and Mrs. Humphry, Hon. Mr. Fletcher, C.B.E., and Mrs. Delacombe, Lt.-Col. Arion, C.M.G., and Mrs. Wyndham, Hon. Mr. Kemp, C.B.E., and Mrs. Loring, M. Djubari and Mrs. Crosse, Hon. Mr. Tratman and Mrs. Taylor, Capt. H. Layan and Mrs. Dale, Hon. Mr. Chatham and Mrs. Humphreys, Mr. Hallifax, O.B.E., and Mrs. Greenaway, Hon. Mr. Sharp, O.B.E., and Mrs. Hutchison, Hon.

HONGKONG MOTOR AMBULANCE.

USEFUL WORK DONE.

Station Officer Lane reports that the Motor Ambulance Service, which was established on the 14th March, 1919, has done much useful work during the past year. Since its establishment 97 calls have been dealt with. The Ambulance is available at all hours for accident cases and urgent cases of illness necessitating removal to hospital.

The Ambulance Service is financially maintained by Government. The staff consists of one driver and three attendants, one driver and two attendants being always on duty. The driver is a member of the Fire Brigade. There have been occasions when the machine has been called upon to carry heavier loads at one time than the engine could cope with, resulting in a breakdown, but generally speaking it has worked satisfactorily.

As originally constructed the ambulance was top heavy, it was therefore found necessary to reduce the height, length, and also the weight. The necessary alterations were carried out at the Disinfecting Station with most satisfactory results.

A charge of \$3 is made per journey for private cases. No charge has been made for cases coming under Police supervision.

NEW EMPRESS LINER.

TO BE LAUNCHED IN AUGUST.

Cable advices have been received by the Canadian Pacific office in Manila that the new liner Empress of Canada will be launched on August 17 at the yards of the Fairfield Shipbuilding and Engineering Company, Govan, Scotland.

According to tentative plans of the company the liner will leave Liverpool about the middle of March, 1921, and will cruise to Gibraltar, Monaco, Naples, Port Said, Suez, Bombay, Colombo, Singapore, Batavia, Manila, Hongkong, Shanghai, Kobe and Yokohama, reaching Vancouver, B.C. about June of next year. She will then take her place on the trans-Pacific run.

The new liner embodies all the comforts of modern steamship life. Her capacity is 22,000 tons, she is 544 feet long, 77 feet in breadth and 33 feet in depth with a speed of 18 knots. She will have accommodations for one, two and three berth cabins, staterooms with toilet, staterooms with toilet and bathroom and staterooms en suite. There is a swimming pool and gymnasium aboard, with an elevator running from these to A deck. The entire promenade is devoted to social and amusement purposes with a lounge, card room, gallery lounge, writing room, smoking room, a children's room, and a large veranda cafe.

The Empress of Canada will probably arrive in Manila about May 1, 1921.

Mr. Holyoak and Miss Delacombe, His Hon. Mr. J. R. Wood and Miss Young, Hon. Mr. Ho Fook, Hon. Mr. J. Johnstone, Hon. Mr. Parr, Hon. Mr. Irving, Hon. Mr. Lowe, Sir Robert Ho Tung, Mr. E. Suzuki, Dr. J. T. C. Johnson, Capt. F. A. Somerville, D.S.O., R.N., Col. L. Humphry, C.M.G., Lt.-Col. A. Delacombe, D.S.O., Lt.-Col. J. R. Wyndham, M. Greer, and W. Loring, C.M.G., D.S.O., Com. Beckwith, R.N., Mr. P. J. Wodehouse, C.I.E., Lt.-Col. W. W. Nicholson, C.M.G., D.S.O., Lt.-Col. R. M. Crosse, Lt.-Col. L. R. Taylor, Mr. N. J. Stabb, O.B.E., Mr. R. O. Hutchison, M.B.E., Lt. Com. P. V. Kilgour, R.N., Majors G. N. Humphry, D.S.O., T. M. Wakefield, D.S.O., Ardoino, Greenaway, Pay Lt.-Com. E. H. Stern, R.N., Major W. L. Huntingford, C.B.E., and Capt. P. P. Legg, M.C.

Arrangements for a parade of troops which was to have been held to-day would have had to be cancelled by the weather, even if the plans of the Prince for a trip to Canton had made it possible. After the banquet given by H. E. the Governor in his honour at Government House, the Prince left last night for Canton going by boat. Chinese theatricals which had been arranged to take place at the Governor's residence following the banquet therefore had also to be cancelled.

His Royal Highness will return this evening from Canton, and will proceed on his way to Japan on the Madras to-morrow.

"BOY" SUMMONED.

TRouble IN THE BARRACKS.

Described by her servant, whom she summoned for quitting her service without notice, as the "wickedest and most impossible person in barracks," a remark which caused much amusement in the Court, Mrs. Mary Harrow, the wife of a warrant officer residing at No. 4 Military Barracks, Wellington Barracks, gave evidence at the Magistrate's to-day, before Mr. R. O. Hutchison.

The servant in question, a "boy" 14 years of age, in reply to the Magistrate, said that he suffered from a headache and for this reason he asked his mistress for permission to stay away from work. This was refused, and all the consolation he derived was her heartless remark that he was shamming. She then said that she would have him arrested, and called in an Indian constable. This policeman paid no heed to her, and she called in a European officer, who proceeded to slap the "boy's" face, and on the amah remonstrating with him for hitting a sick boy, he slapped her in the face too. The European policeman also pointed his revolver at him.

This highly exciting story was received by the Magistrate with a smile and he asked the boy if the whole of the story was not drawn from his imagination.

The defendant asserted stoutly that his statement was true.

Mrs. Harrow, in evidence, stated that she engaged the "boy" on the 5th December and had him with her until the 6th of March, when, without warning, he left, and did not return to the service until the 18th of April. She paid him \$6 at the beginning, but his wages had been increased to \$9 lately. On the 25th May she told him to water the plants, but he refused to do so and gave as his reason that he was sick. He always gave this excuse when he was called upon to do something to earn his wages.

The defendant stated that his mistress had a way of hustling him about that he considered to be violent and unnecessary. Instead of teaching him his work in the usual way, she had acquired the habit of pushing him violently about. "All the people in the barracks," he continued, "know her for a terrible and wicked woman. Many slaves whom she engaged, have come and gone during the short period of a month. They found it impossible to serve under her. I was sick and for that reason I left her service without notice."

The complainant was interposing with the remark that she had treated the defendant like any English boy, and was making a few observations about his ability for telling falsehoods, when the Magistrate exclaimed with some impatience—"I don't want to hear anything more from you."

The defendant reiterated that he left his late mistress service because of the ill-treatment he had received at her hands and from the European policeman, and, in reply, to His Worship, said that one week's wages were still due to him which he had not taken the trouble to ask for.

Mrs. Harrow admitted that she had not paid the boy one week's wages which was due him when he left. It was a fact that the European constable (a 9) did smack the boy and the amah.

His Worship gave his decision that the defendant pay a fine of \$4, or seven days, for leaving without giving proper notice. He was also to forfeit his week's wages as a consequence of his conduct.

TO-DAY'S MISCELLANY.

The X-rays are used for a multiplicity of purposes in science and industry, from tracing the course of a bullet in the body to detecting the faulty construction of a golf ball. A Dutch scientist, Dr. L. G. Heilbron, of Amsterdam, has now applied radiography to art. Some Old Masters, which were under the suspicion of not being quite what they seem, have been subjected to the rays. The results in several instances has been to discover that part of the painting has been superimposed on a still earlier layer. In a picture of the "Crucifixion" painted about 1500, many "restorations" were exposed, among them the figure of a monk over which the portrait of a woman had been painted, probably some 400 years ago.

Shipping to Europe, Australia, and other Ports.

P. & O. - BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES incorporated in ENGLAND)
TO
STRAITS & BURMA, CEYLON, INDIA, PERSIAN GULF,
WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA,
AUSTRALASIA, INCLUDING NEW ZEALAND
& QUEENSLAND PORTS, RED SEA,
EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
MELLORE	7,000	17th June	M'las, L'don & Antwerp.
KARMALA	9,000	30th June	M'las, L'don & Antwerp.

BRITISH INDIA-APCAR SAILINGS (South)

JAPAN	8,100	14 June, 1 p.m.	Calcutta via Singapore, Penang & Rangoon.
-------	-------	-----------------	---

EASTERN & AUSTRALIAN SAILINGS (South)

ST. ALBANS	4,500	21st July	M'bourne via Sandakan, Thursday Island, Cairns, Townsville, Brisbane and Sydney.
EASTERN	4,000	13th Aug.	

SAILINGS TO SHANGHAI & JAPAN.

MADRAS	7,000	11 June, 1 p.m.	Shanghai & Kobe.
DEVANHA	8,100	19th June	Shanghai & Japan.

WIRELESS ON ALL STEAMERS.

Passage Mailing not more than 10 days before departure will be received at the Company's Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freight, etc. apply to
MACKINNON, MACKENZIE & CO.
22, Des Voeux Road Central.

N. Y. K.**NIPPON YUSEN KAISHA.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

CARGO TO OVERLAND POINTS U.S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

FUSHIMI MARU ... Tuesday, 15th June, at 11 a.m.

TAJIMA M. (Calling Manila & Keelung) Wed., 30th June, at 11 a.m.

KATORI M. (Calling Manila & Keelung) Fri., 2nd July, at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez, Port Said & Marseilles.

KITANO MARU ... Friday, 11th June, at noon.

INABA MARU ... Friday, 25th June, at noon.

HAMBURG, LONDON & ANTWERP via Singapore, Colombo, Suez and Port Said.

TSURUGA MARU ... Monday, 21st June.

LIVERPOOL & MARSEILLES via S'pore, C'bo, Suez & Port Said.

TOKIWA MARU ... Friday, 9th July.

SYDNEY & MELBOURNE via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

TANGO MARU ... Wednesday, 23rd June, at 11 a.m.

NIKKO MARU ... Wednesday, 21st July, at 11 a.m.

NEW YORK & HAVANA via Shanghai, Kobe, Yokohama, Muroran, San Francisco, Panama & Colon.

TOTOOKA MARU ... Sunday, 20th June.

SOUTH AMERICAN PORTS via Cape.

KAWACHI MARU ... Beginning of July.

BOMBAY & COLOMBO via Singapore.

TAIAN MARU ... Friday, 18th June.

VETOROFU MARU ... Friday, 2nd July.

CALCUTTA & RANGOON via Singapore & Penang.

DELAGOA MARU ... Sunday, 27th June.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

NIKKO MARU ... Monday, 21st June, at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA

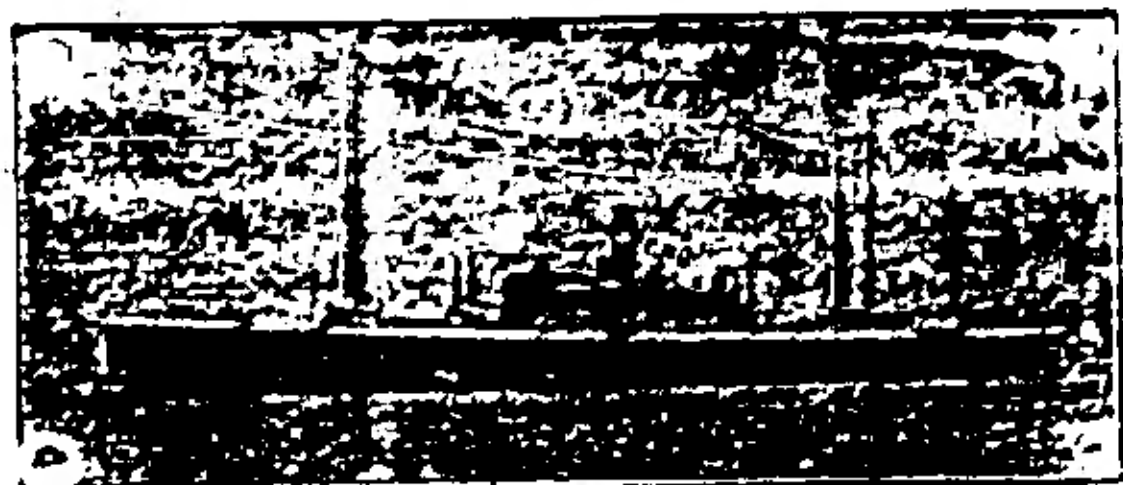
SHINRYU MARU ... Sunday, 13th June.

PENANG MARU ... Wednesday, 16th June.

IYO MARU ... Friday, 18th June, at 11 a.m.

For further information apply to—NIPPON YUSEN KAISHA.

Telephone Nos. 292 & 293. S. YASUDA, Manager.

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between

JAVA, CHINA and JAPAN.

Steamer	From	Expected at	Will leave on	To
Tjibodas	Java	in port	12th June	Shanghai.
Tjimanock	Java	16th June	21st June	Japan.

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia."

ALSO OPERATING

JAVA PACIFIC LIJN.

Through Bills of Lading issued to U.S.A. and Canadian Overland Points.

For Freight and Passage apply to the

Java-China-Japan Lijn.
York Buildings.

Telephone No. 1574.

Shipping to Europe, Australia, and other Ports.

O. S. K. OSAKA SHOSHEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly direct service via Singapore and Port Said.

"HAYRE MARU" (Call Marseilles) Wednesday, 16th June.

"HIMALAYA MARU" (Call Marseilles) Sunday, 11th July.

BUENOS AIRES—Rio de Janeiro, Santos, Mauritius, Durban and Cape Town via Singapore.

"SEATTLE MARU" ... Sunday, 4th July.

"MEXICO MARU" ... Beginning of August.

BOMBAY & COLOMBO—Regular fortnightly service via Singapore.

"GANGES MARU" ... Friday, 25th June.

"SAIGON MARU" ... End of June.

SAIGON, BANGKOK, & SINGAPORE—Regular Monthly Service.

"SEISEN MARU" ... Friday, 2nd July.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

"MITSUKI MARU" ... Thursday, 17th June.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—Regular fortnightly service touching at intermediate ports in Japan and taking cargo to overland points U.S. in connection with Chicago MILWAUKEE & ST. PAUL RAILWAY.

"ARABIA MARU" ... Thursday, 28th June.

"ARIZONA MARU" ... Saturday, 17th July.

NEW YORK—Regular monthly service via Japan ports, San Francisco, Panama and Cuban Ports.

"AMAZON MARU" ... Saturday, 26th June.

JAPAN PORTS—Mojik, Kobe, Yokkaichi & Yokohama.

"KOROKU MARU" ... Sunday, 20th June.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O. S. K. wharf, near the Harbour Office.

"KAJO MARU" ... Sunday, 13th June.

TAKAO via SWATOW & AMOY. ... Thursday, 17th June.

"SOSHU MARU" ...

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager.

No. 1, Queen's Building.

Tel. No. 744 and 745

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS.

SAILING (SUBJECT TO ALTERATION).

Steamer	Arrived Hongkong from Australia	Leaves Hongkong for Australia
CHANGSHA	6th July.	10th July.

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc. and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fare. Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to
Butterfield & Swire.
Telephone No. 35. Agents.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA & STRAITS

TO

UNITED KINGDOM AND CONTINENT.

For	Steamer	Sailing
LONDON & HAMBURG	"KATHLAMBA"	10th July.

For particulars of sailings shippers are requested to approach the undersigned.
Subject to change without notice.

THE BANK LINE, LTD.,

or to REISS & Co. Canton General Agents.

DODWELL & CO., LTD.

STEAMSHIP SERVICES.

Regular Sailings to NEW YORK.

NEW YORK

S.S. "LOWTHER CASTLE"

about End of July.

LLOYD TRIESTINO.

FOR SHANGHAI & YOKOHAMA.

S.S. "PERSIA"

Sailing on or about 20th June.

S.S. "PILSNA"

Sailing on or about 11th July.

BRINDISI, VENICE & TRIESTE.

TAKING CARGO ON THROUGH BILLING TO LEVANT, BLACK SEA & DANUBE PORTS

S.S. "PILSNA"

Sailing on or about 12th August.

NANYO YUSEN KAISHA LTD.

(SOUTH SEA MAIL S.S. CO.)

Regular services between

JAPAN, HONGKONG & JAVA.

For JAPAN, S.S. "RIOJUN MARU"

Sailing on or about 27th June.

For JAVA, S.S. "HOKUTO MARU"

Sailing on or about 27th June.

OCEAN TRANSPORT CO., LTD.

(TAIYO KAIYUN KAISHA)

Steamship services Trans-Pacific.

also to Australia, Europe, etc.

NATAL LINE OF STEAMERS.

Taking cargo on through Bills of Lading to South African ports, with transshipment at Calcutta, in conjunction with the Indo-China S.N. Co., Ltd., and APCAR Lines.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD., Agents.

COASTAL SHIPPING

INDO CHINA STEAM NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

Destination	Steamer	Sailing
HAIPHONG via Hoihow	Takana	Tues., 15th June at 8 a.m.
S'PORE, Penang & Java	Chungang	Tues., 15th June at 3 p.m.
SHANGHAI	Huangsang	Wed., 16th June at 4 p.m.

CALCUTTA LINE—This Line now affords regular sailings to Calcutta, Penang and Singapore; Returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light & Fans and carry a fully qualified Surgeon.

SHANGHAI LINE—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

MANILA LINE—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE—Sailings approximately weekly for passenger, and cargo, calling at Hoihow when inducement offers.

BORNEO LINE—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Kuala, Jesselton, Labuan, Tawao and Lahad Datu.

TIENTSIN LINE—A regular service is run from March to Nov. between H'kong & Tientsin calling at Weihaiwei & Chefoo.

CALCUTTA LINE.

S.S. "CHUNSAUNG" will be despatched on or about June 15th, for JAVA PORTS via SINGAPORE, PENANG, BELAWAN & DELI.

Cargo accepted on Through Bills of Lading (Transshipment at Singapore) to RANGOON, PORTS SWETPENHAM, MADRAS and CALCUTTA.

For Freight or Passage apply to

JARDINE MATHESON & CO., LTD.

General Managers.

Telephone No. 215.

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
SHANGHAI & TSINGTAO	Yangchow	12th June at 4 p.m.
H'HOW, PHOI & H'PHONG	K'long	13th June at 9 a.m.
SWATOW & SINGAPORE	Changchow	13th June at 11 a.m.
CEBU & ILOILO	Hoihow	14th June at noon.
SWATOW & BANGKOK	Luchow	15th June at 11 a.m.
AMOY, SHAI & PUKOW	Ichang	15th June at 3 p.m.
SHANGHAI	Sunning	17th June at noon.
WEIHAIWEI, CHEFOO & TIENTSIN	Kueichow	18th June at 4 p.m.

SHANGHAI LINE—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation amidships. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai (three weekly) and Tsingtao weekly, taking Cargo on through Bills of Lading to all Yangtze, and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from B'kok via S'ow

For Freight or Passage apply to

BUTTERFIELD & SWIRE.

Agents.

Telephone No. 35.

Hongkong June, 11, 1920.

DOUGLAS STEAMSHIP CO., LD

HONGKONG & SOUTH CHINA COAST PORTS SERVICE

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

FOR SWATOW, AMOY AND FOCHOW AND RETURN (Occupying 9 to 10 days.)

Steamships	Captain	Leaving
Maiching	A. H. Stewart	FRI., 11th June at 2 p.m.
Halloong	J. S. Thomson	TUES., 15th June at 2 p.m.
Hainong	W. C. Passmore	FRI., 18th June at 2 p.m.

Arrivals and Departures from the Co.'s Wharf (near Blaks Pier).

For Freight and Passage, apply to

Douglas Laprak & Co.,

General Managers.

PACIFIC SHIPPING.

NEW YORK DIRECT.

Joint service of the

"BLUE FUNNEL" LINE

(Ocean S. S. Co., Ltd., & Calcutta Mutual S. S. Co., Ltd.)

AND

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S. S. Co., Ltd.)

Sailings from Hongkong.

"DEUCALION" via Suez 5th July.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and passage apply to

BUTTERFIELD & SWIRE or THE BANK LINE, LD, HONGKONG.

HONGKONG & CANTON

REISS & CO. CANTON.

SHIPPING.

VESSELS ARRIVED.

The s.s. TAMAHA on Wednesday brought from Sourabaya and Batavia 8,456 tons of cocoanut oil. She is owned by the Standard Oil Co.

The LUCHOW from Bangkok had a thousand tons of general cargo for Hongkong—Mooring, C 42.

The THONG SAMUD brought down from Hongay 1,800 tons of coal—Mooring, C 44.

The s.s. KITANO MARU a N. Y. K. boat, arrived yesterday from Yokohama with 5,557 tons of cargo for through destinations. She carried 63 first-class, 48 second and 73 third-class passengers—Mooring, A 3.

The United States Shipping Board's WEST JENA consigned to Messrs. Struthers and Dixon, came yesterday from San Francisco via Manila with a cargo of nails, rice, pulp for Hongkong 250 bales of hemp for Seattle—Mooring, B 11.

The s.s. BOMBAY MARU consigned a cargo of salted trout and general merchandise for Hongkong from Yokohama and Moji—Mooring, Kowloon Wharf.

MOVEMENTS OF STEAMERS.

The N. Y. K. s.s. DURBAN M. (Hamburg Line) left London for this port via Suez on the 8th May and is expected here on the 19th June.

The N. Y. K. s.s. IYO MARU (European Line) left London for this port via Suez on the 8th May and is expected here on the 17th June.

The N. Y. K. s.s. TOYAMA M. (Hamburg Line) left Antwerp for this port via Suez on the 15th May and is expected here on the 27th June.

The N. Y. K. s.s. SHINRYU MARU (Calcutta Line) left Calcutta for this port via Rangoon & Singapore on the 24th May and is expected here on the 12th June.

The N. Y. K. s.s. ATSUTA M. (European Line) left London for this port via Suez on the 22nd May and is expected here on the 30th June.

The N. Y. K. s.s. SHIN-I M. (Bombay Line) left Bombay for this port direct on the 2nd June, and is expected here on the 15th June.

The N. Y. K. s.s. KIMI M. (Bombay Line) left Bombay for this port direct on the 2nd June and is expected here on the 20th June.

The N. Y. K. s.s. NIKKO M. (Australian Line) left Sydney for this port via Manila on the 3rd June, and is expected here on the 23rd June.

The s.s. METHVEN left Vancouver for Hongkong, via Japan ports, Shanghai on the 30th May, and is due here on or about the 28th June.

The N. Y. K. s.s. SHINRYU M. (Calcutta Line) left Singapore for this port on the 6th June, and is expected here on the 12th June.

The R. M. S. s.s. EMPRESS OF JAPAN arrived at Yokohama on 3rd June left there 6th June, and is due at Vancouver on Wednesday 16th June.

The P. & O. s.s. JAPAN left Moji for this port on the 8th inst. at morning, and is due here on the 12th inst. at about morning.

The s.s. MATTAWA arrived at Colombo on 7th June, left there 8th June, and is due at Singapore on 14th June.

The R. M. S. s.s. EMPRESS OF RUSSIA left Vancouver for Hongkong, via Japan ports, Shanghai and Manila, on the 3rd June, and is due here on or about the 24th June.

The Admiral Line s.s. SATSUMA sailed from Shanghai on the morning of June 9th, and is due to arrive at Hongkong June 12th.

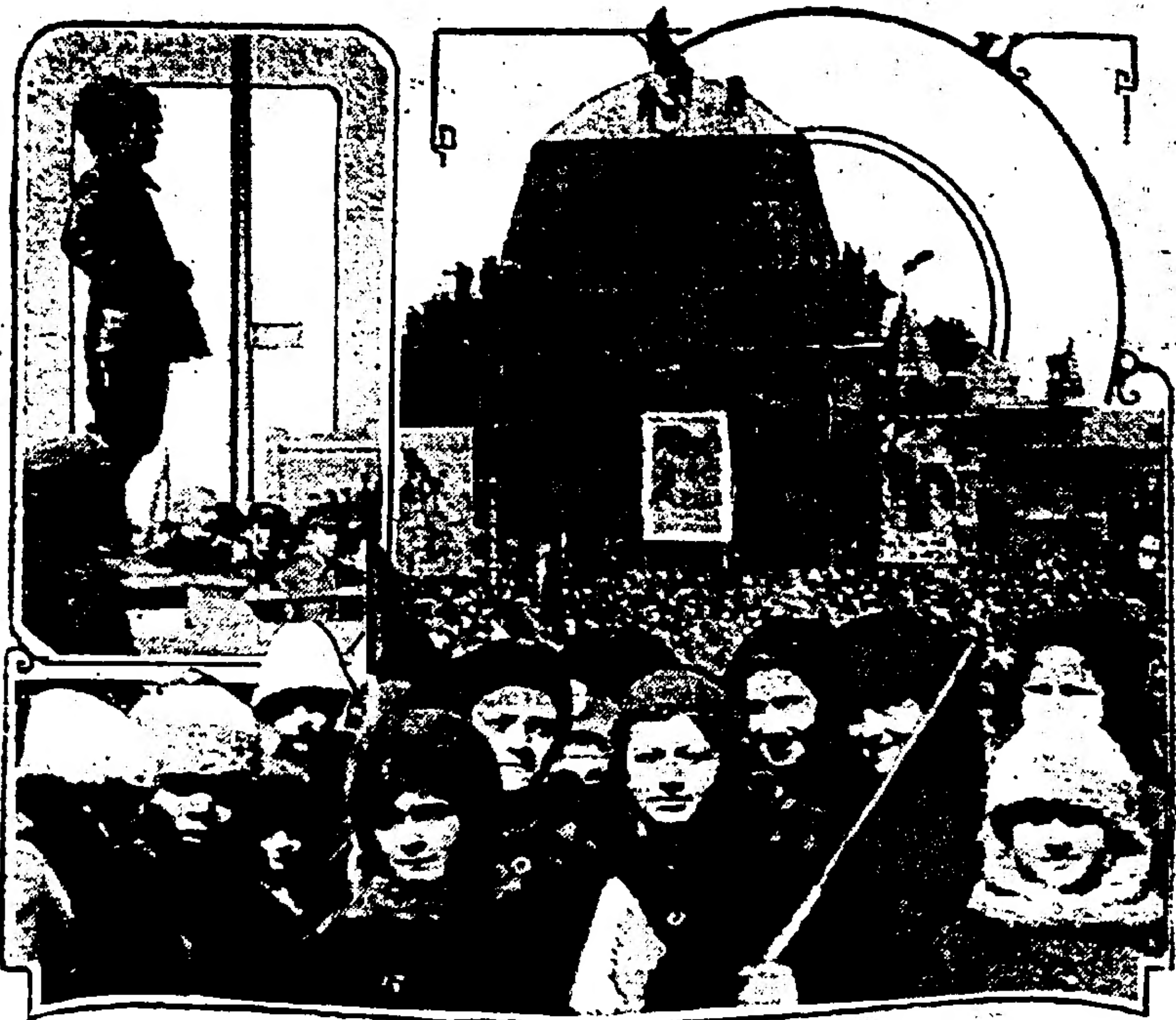
The P. & O. s.s. GREGORY APCAR, left Singapore for this Port on the 9th instant at a.m. and is due here on the 14th inst. at about noon.

The China Mail Steamship Co.'s s.s. NILE sailed from Singapore on Wednesday, June 9th, at 1 p.m. and is due to arrive in Hongkong at daylight on Monday, June 14th.

The s.s. SLAVIC PRINCE, left Shanghai, on Wednesday, 9th inst. and is due here on Saturday at noon.

The N. Y. K. s.s. TAIAN M. (Bombay Line) left Kobe for this port via Moji, on the 10th June, and is expected here on the 17th June.

TO-DAY'S PICTURES.



CHILDREN CARRY BOLSHIEV BANNERS.

Picture of recent Bolsheviki demonstration at Vladivostok, where children joined in the procession carrying banners. Inset shows one of the soldiers delivering a speech.



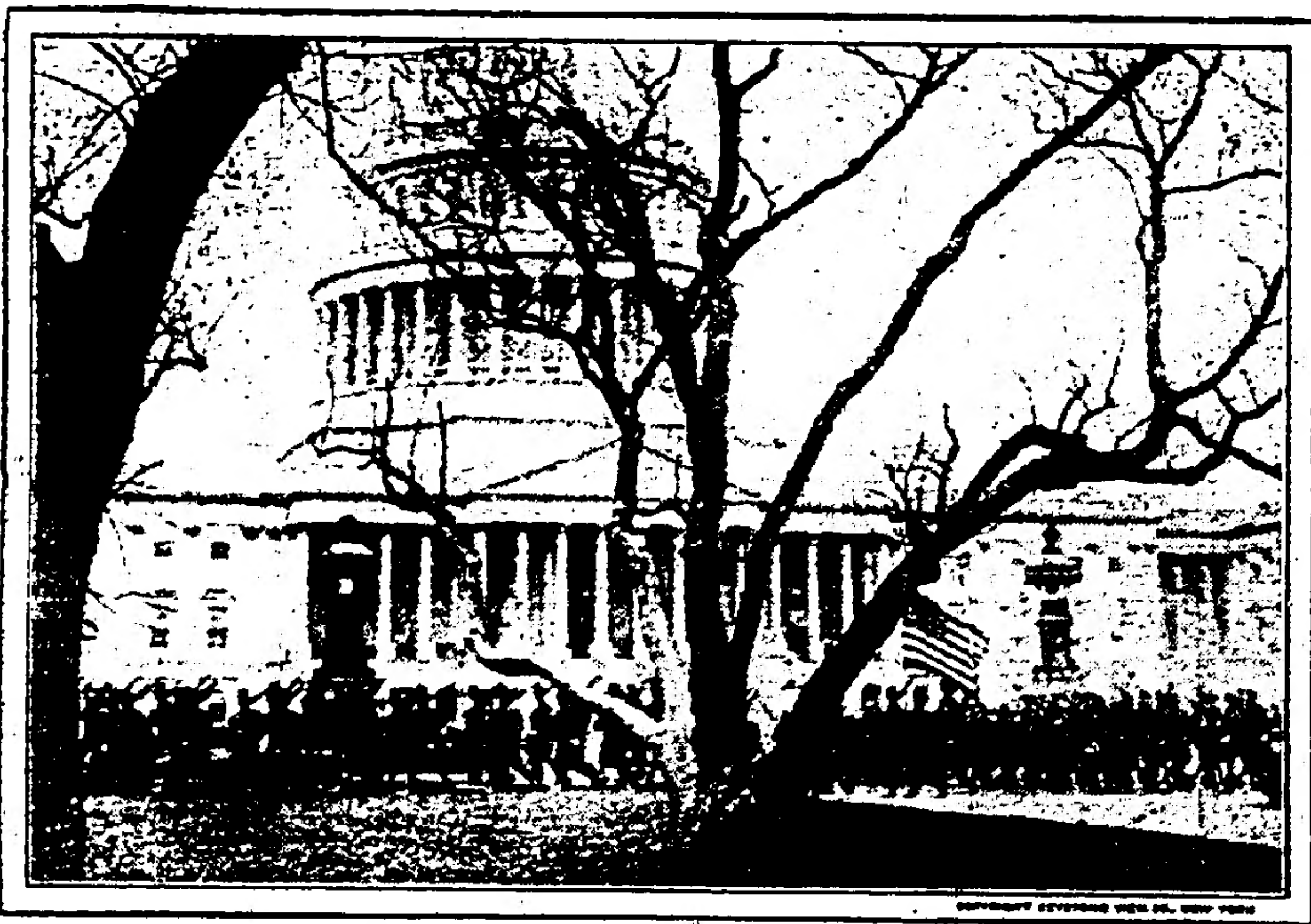
THE FRENCH IN GERMANY.

Pictures showing French occupation of Frankfurt. Above—General Demetz, in command; below—a patrol of French infantrymen detailed to guard food supplies.



REPRESENTS CHINA.

Recent photo of Mr. Hung Kwei, the acting Chinese Chargé d'Affaires in America. (J)



TO GUARD THE CAPITAL.

The 63rd Infantry has been assigned as National Guard of Washington. Picture shows the Guard passing in review at the Capitol.



MILITARY RAIDS IN DUBLIN.

Raids by the police and military in Dublin have become almost a daily occurrence. After putting up a strenuous fight these two women were arrested in a recent raid in O'Connell Street, Dublin.

DOINGS OF THE DUFFS

There Are Too Many Suggestions in a Newspaper.

BY ALLMAN



SHIPPING.

AMERICAN EXPRESS COMPANY.

BANKERS AND FORWARDERS.
ESTABLISHED—1841.HEAD OFFICE—45 BROADWAY, NEW YORK.
CAPITAL AND SURPLUS—U. S. \$23,000,000.
LONDON OFFICES—84, QUEEN STREET, E. C.
& Haymarket, S. W.
11, Elbury Street, S. W.
Branches & Agencies—throughout the world.
General Banking and Foreign Exchange.
We maintain Foreign Trade and Travel Bureau.
American Business a Specialty.

STRUTHERS & DIXON, INC.

OFFICES: San Francisco and Seattle, U.S.A., Shanghai,
China; Manila, P.I.; Kobe, Japan, Saigon & Hongkong.Operating the following Pan Eastern service for account of the United States Shipping Board
U.S.A. PACIFIC COAST—JAPAN, CHINA & PHILIPPINES.

For Seattle and Vancouver.

U. S. S. B.

S.S. "WEST JENA"

11th June, 1920.

S.S. "WEST HIMROD"

12th June, 1920.

also

Amalgamated with
COSMOPOLITAN SHIPPING CO., GREEN STAR LINE,
NEW YORK. NEW YORK.
HONGKONG OFFICE: 1st Floor, Powell's Building,
12, Des Voeux Rd. Telephone 3003.

HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAM-
BOAT CO. LTD., AND THE CHINA NAVIGATION CO. LTD.HONGKONG-CANTON LINE.
Sailing—To Canton daily at 4 a.m. (Sundays excepted) and 10 p.m.
From Canton daily at 8 a.m. and 5 p.m. (Sundays 5 p.m. only).SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO. LTD.
HONGKONG-MACAO LINE.To Macao—Daily at 8 a.m. and 5 p.m. (Sundays at 9 a.m.)
From Macao—Daily at 8.30 a.m. & 2 p.m. (Sundays at 6 p.m.)
Police Permits to leave the Colony are not required.
Further information may be obtained at the City's Office, Hotel Manxiong,
or from Messrs. Thos. Cook & Son, Booking Agents, Hongkong.

HOLLAND-EAST ASIATIC SERVICE.

Regular monthly service from
Japan ports, Shanghai and Hongkong to
Amsterdam, Rotterdam, and Hamburg. Bremen
FOR AMSTERDAM AND HAMBURG
S.S. "BAARN"

August.

For full particulars please apply to
JAVA CHINA JAPAN LYN
General Agents,
York Building.

KONINKLYKE PAKETVAART MAATSCHAPPY

(Royal Packet Navigation Co. of Batavia)

THE STEAMSHIP:

"VAN WAERWYCK"

will be despatched on the 18th June, 1920, to—
Singapore, Penang and Belawan Dell.This vessel offers excellent cabin-accommodation for saloon
passengers.

Wireless Telegraphy.

For freight and passage apply to:

JAVA-CHINA-JAPAN LYN,

Telephone No. 1574. Agents.

WATERHOUSE LINE

TRANS-PACIFIC FREIGHT SERVICE

Operating the following U. S. Shipping Board steamers
For
SEATTLE-TACOMA-VICTORIA-VANCOUVER
via Kobe and Yokohama.

"MAQUAN" 20th June.

"WEST IVAN" 25th July.

Further sailings to be announced later.
Thru B/Ls issued to all Overland Common
points in U.S. and Canada.

For rates and full particulars apply to

FRANK WATERHOUSE & CO.

[3rd Floor, Hotel Manxiong.

Telephone 3507.

UNCLAIMED TELEGRAMS.

THE GREAT NORTHERN TELE-
GRAPH COMPANY, LTD.The following Unclaimed Tele-
grams are lying here—2633, from Amoy.
Lau-tan, Hongkong Hotel,
from Kobe.Quang-sang, Kwongshing-
chung, from Shanghai.U.S.S. Helena, from Shanghai.
Dah-chongow, Dah-chongow
Co., Third Floor Chongwal from
Shanghai.Burke Ward, Hongkong Hotel,
from Tokio.Vanastyne, Hongkong Hotel,
from Tientsin.Okadashiro, Matsubara Hotel,
from Osaka.Tongsho, No. 9, Engseng Str.,
from Amoy.Ono Passenger, Mishima Maru
c/o N. Y. K. from Kobe.Chengchuan, 90, Des Voeux
Road West, from Changchow.Curtis, Craigieburg Hotel, from
Shanghai.Khoi-ko, Tynrehan, 202
Queen's Road East, from Amoy.Leon, Care, American Con-
sulate (2), from Kobe.

Rucita, from Yokohama.

Petruche, Steamer Africa
Cabine 11, from Vladivostok.N. LUND,
Act. Superintendent,
Hongkong, June 3, 1921.EASTERN EXTENSION AUSTRAL-
ASIA & CHINA TELEGRAPH CO.Lima, from Bameraweb.
S.S. Eastern Fortmills, from
J. W. Kent.Kagi, from Kantokuro.
Liverpool, from Mollie
Cronulla, from OConnell Care
Archbold.Bloemendaal, from Sandberg.
M. E. F. AIREY,
Superintendent,
Hongkong, June 3, 1920.

"For the Blood is the Life."

Sufferers

from Bad Legs, Rheumatism, Gout,
Piles, Gonorrhea, Scabies, Eczema,
Lascia, Itch, Pruritus and Eruptions.
Gout, Rheumatism, most trouble that the
body has, is due to impure blood. It is
the only way to complete and lasting relief
is to free the blood of the poisonous waste
matter, the only cause of such troubles.
Clarke's Blood Mixture contains ingredients
which soon drive
out the impurities,
and a new, healthy
blood is formed.
Clarke's Blood Mixture
is the only blood
purifier.Clarke's
Blood
Mixture"Everybody's
Blood Purifier."

SAVARESS'S

SANTAL

CAPSULES

PHYSICIANS RECOMMEND THEM

OF ALL COUNTRIES. Made in London.

Refuse Substitutes.

Solely Genuine.

Solely Genuine.

Solely Genuine.

Solely Genuine.

Solely Genuine.

Solely Genuine.

Solely Genuine.

Solely Genuine.

Solely Genuine.

Solely Genuine.

Solely Genuine.

Solely Genuine.

Solely Genuine.

Solely Genuine.

Solely Genuine.

Solely Genuine.

Solely Genuine.

Solely Genuine.

Solely Genuine.

Solely Genuine.

Solely Genuine.

Solely Genuine.

Solely Genuine.

Solely Genuine.

Solely Genuine.

Solely Genuine.

Solely Genuine.

Solely Genuine.

Solely Genuine.

Solely Genuine.

Solely Genuine.

Solely Genuine.

Solely Genuine.

Solely Genuine.

RANKS.

THE MERCHANTILE BANK OF
INDIA, LIMITED.Head Office 14, Gracechurch
Street, London, E. C. 4.Authorized Capital ... £1,000,000
Subscribed ... £1,000,000
Paid Up ... £1,000,000
Reserve Fund and Profit ... £24,000The Bank of England.
The London Joint City & Midland Bank, Ltd.BRANCHES:
Bombay, Calcutta, Ceylon, Hongkong, India, Japan, Madras, Manila, Peking, Rangoon, Shanghai, Singapore, Suez, Tientsin, Yokohama.HONGKONG BRANCH:
Every description of Banking and Exchange
business transacted.Interest allowed on Current Accounts at 3 per
cent. per annum on Daily Balances, and on
Fixed Deposits at rates which may be ascertained
on application.C. L. RANDLES,
Acting Manager2, Queen's Road Central
Hongkong, 12th December, 1919.

THE BANK OF EAST ASIA LTD.

Head Office
No. 2, Queen's Road Central.
Paid up Capital \$2,000,000.00Directors:
Mr. Fung Wai Ting, Chairman.
Mr. Chow Shoo Shun, Mr. Li Koon Chun,
Mr. Sun Ying Po, Mr. Hui Shing Keng,
Mr. Chan Ching Shue, Mr. Wang Yee Yee,
Mr. Chan Kai Ming, Mr. Fung Ping Kung,
Mr. F. K. Ross, Mr. Ng Chung Lok.Chief Manager.
Mr. Koo Tung Po.
Asst. Manager.
Mr. Li Tse Fung.Every description of Banking and Exchange
business transacted.Loans granted on approved securities.
Interest allowed on Current Deposit Accounts
at the rate of 2 per cent. per annum, and on
Fixed Deposits at the following rates:—
For 3 months at the rate of 3 per cent.
For 6 months at the rate of 3 1/2 per cent.
For 12 months at the rate of 4 per cent.K. L. TUNG PO,
Chief Manager

HONGKONG, 12th December, 1919.

THE INDUSTRIAL AND
COMMERCIAL BANK, LIMITED.Head Office, 4, Des Voeux Road, Central.
Branches: London, Hongkong, Canton, Shanghai,
Peking, Hankow, Tientsin, Yokohama, Kobe,
Manila, Cebu, Singapore, Rangoon, Calcutta,
Bombay, Madras, Batavia, Soerabaya, Hongkong,
Canton, Shanghai, Peking, Hankow, Tientsin,
Yokohama, Kobe, Manila, Cebu, Singapore,
Rangoon, Calcutta, Bombay, Madras, Bata-
via, Soerabaya, Hongkong, Canton, Shanghai,
Peking, Hankow, Tientsin, Yokohama, Kobe,
Manila, Cebu, Singapore, Rangoon, Calcutta,
Bombay, Madras, Batavia, Soerabaya, Hongkong,
Canton, Shanghai, Peking, Hankow, Tientsin,
Yokohama, Kobe, Manila, Cebu, Singapore,
Rangoon, Calcutta, Bombay, Madras, Bata-
via, Soerabaya, Hongkong, Canton, Shanghai,
Peking, Hankow, Tientsin, Yokohama, Kobe,
Manila, Cebu, Singapore, Rangoon, Calcutta,
Bombay, Madras, Batavia, Soerabaya, Hongkong,
Canton, Shanghai, Peking, Hankow, Tientsin,
Yokohama, Kobe, Manila, Cebu, Singapore,
Rangoon, Calcutta, Bombay, Madras, Bata-
via, Soerabaya, Hongkong, Canton, Shanghai,
Peking, Hankow, Tientsin, Yokohama, Kobe,
Manila, Cebu, Singapore, Rangoon, Calcutta,
Bombay, Madras, Batavia, Soerabaya, Hongkong,
Canton, Shanghai, Peking, Hankow, Tientsin,
Yokohama, Kobe, Manila, Cebu, Singapore,
Rangoon, Calcutta, Bombay, Madras, Bata-
via, Soerabaya, Hongkong, Canton, Shanghai,
Peking, Hankow, Tientsin, Yokohama, Kobe,
Manila, Cebu, Singapore, Rangoon, Calcutta,
Bombay, Madras, Batavia, Soerabaya, Hongkong,
Canton, Shanghai, Peking, Hankow, Tientsin,
Yokohama, Kobe, Manila, Cebu, Singapore,
Rangoon, Calcutta, Bombay, Madras, Bata-
via, Soerabaya, Hongkong, Canton, Shanghai,
Peking, Hankow, Tientsin, Yokohama, Kobe,
Manila, Cebu, Singapore, Rangoon, Calcutta,
Bombay, Madras, Batavia, Soerabaya, Hongkong,
Canton, Shanghai, Peking, Hankow, Tientsin,
Yokohama, Kobe, Manila, Cebu, Singapore,
Rangoon, Calcutta, Bombay, Madras, Bata-
via, Soerabaya, Hongkong, Canton, Shanghai,
Peking, Hankow, Tientsin, Yokohama, Kobe,
Manila, Cebu, Singapore, Rangoon, Calcutta,
Bombay, Madras, Batavia, Soerabaya, Hongkong,
Canton, Shanghai, Peking, Hankow, Tientsin,
Yokohama, Kobe, Manila, Cebu, Singapore,
Rangoon, Calcutta, Bombay, Madras, Bata-
via, Soerabaya, Hongkong, Canton, Shanghai,
Peking, Hankow, Tientsin, Yokohama, Kobe,
Manila, Cebu, Singapore, Rangoon, Calcutta,
Bombay, Madras, Batavia, Soerabaya, Hongkong,
Canton, Shanghai, Peking, Hankow, Tientsin,
Yokohama, Kobe, Manila, Cebu, Singapore,
Rangoon, Calcutta, Bombay, Madras, Bata-
via, Soerabaya, Hongkong, Canton, Shanghai,
Peking, Hankow, Tientsin, Yokohama, Kobe,
Manila, Cebu, Singapore, Rangoon, Calcutta,
Bombay, Madras, Batavia, Soerabaya, Hongkong,
Canton, Shanghai, Peking, Hankow, Tientsin,
Yokohama, Kobe, Manila, Cebu, Singapore,
Rangoon, Calcutta, Bombay, Madras, Bata-
via, Soerabaya, Hongkong, Canton, Shanghai,
Peking, Hankow, Tientsin, Yokohama, Kobe,
Manila, Cebu, Singapore, Rangoon, Calcutta,
Bombay, Madras, Batavia, Soerabaya, Hongkong,
Canton, Shanghai, Peking, Hankow, Tientsin,
Yokohama, Kobe, Manila, Cebu, Singapore,
Rangoon, Calcutta, Bombay, Madras, Bata-
via, Soerabaya, Hongkong, Canton, Shanghai,
Peking, Hankow, Tientsin, Yokohama, Kobe,
Manila, Cebu, Singapore, Rangoon, Calcutta,
Bombay, Madras, Batavia, Soerabaya, Hongkong,
Canton, Shanghai, Peking, Hankow, Tientsin,
Yokohama, Kobe, Manila, Cebu, Singapore,
Rangoon, Calcutta, Bombay, Madras, Bata-
via, Soerabaya, Hongkong, Canton, Shanghai,
Peking, Hankow, Tientsin, Yokohama, Kobe,
Manila, Cebu, Singapore, Rangoon, Calcutta,
Bombay, Madras, Batavia, Soerabaya, Hongkong,
Canton, Shanghai, Peking, Hankow, Tientsin,
Yokohama, Kobe, Manila, Cebu, Singapore,
Rangoon, Calcutta, Bombay, Madras, Bata-
via, Soerabaya, Hongkong, Canton, Shanghai,
Peking, Hankow, Tientsin, Yokohama, Kobe,
Manila, Cebu, Singapore, Rangoon, Calcutta,
Bombay, Madras, Batavia, Soerabaya, Hongkong,
Canton, Shanghai, Peking, Hankow, Tientsin,
Yokohama, Kobe, Manila, Cebu, Singapore,
Rangoon, Calcutta, Bombay, Madras, Bata-
via, Soerabaya, Hongkong, Canton, Shanghai,
Peking, Hankow, Tientsin, Yokohama, Kobe,
Manila, Cebu, Singapore, Rangoon, Calcutta,
Bombay, Madras, Batavia, Soerabaya, Hongkong,
Canton, Shanghai, Peking, Hankow, Tientsin,
Yokohama, Kobe, Manila, Cebu, Singapore,
Rangoon, Calcutta, Bombay, Madras, Bata-
via, Soerabaya, Hongkong, Canton, Shanghai,
Peking, Hankow, Tientsin, Yokohama, Kobe,
Manila, Cebu, Singapore, Rangoon, Calcutta,
Bombay, Madras, Batavia, Soerabaya, Hongkong,
Canton, Shanghai, Peking, Hankow, Tientsin,
Yokohama, Kobe, Manila, Cebu, Singapore,
Rangoon, Calcutta, Bombay, Madras, Bata-
via, Soerabaya, Hongkong, Canton, Shanghai,
Peking, Hankow, Tientsin, Yokohama, Kobe,
Manila, Cebu, Singapore, Rangoon, Calcutta,
Bombay, Madras, Batavia, Soerabaya, Hongkong,
Canton, Shanghai, Peking, Hankow, Tientsin,
Yokohama, Kobe, Manila, Cebu, Singapore,
Rangoon, Calcutta, Bombay, Madras, Bata-
via, Soerabaya, Hongkong, Canton, Shanghai,
Peking, Hankow, Tientsin, Yokohama, Kobe,
Manila, Cebu, Singapore, Rangoon, Calcutta,
Bombay, Madras, Batavia, Soerabaya, Hongkong,
Canton, Shanghai, Peking, Hankow, Tientsin,
Yokohama, Kobe, Manila, Cebu, Singapore,
Rangoon, Calcutta, Bombay, Madras, Bata-
via, Soerabaya, Hongkong, Canton, Shanghai,
Peking, Hankow, Tientsin, Yokohama, Kobe,
Manila, Cebu, Singapore, Rangoon, Calcutta,
Bombay, Madras, Batavia, Soerabaya, Hongkong,
Canton, Shanghai, Peking, Hankow, Tientsin,
Yokohama, Kobe, Manila, Cebu, Singapore,
Rangoon, Calcutta, Bombay, Madras, Bata-
via, Soerabaya, Hongkong, Canton, Shanghai,
Peking, Hankow, Tientsin, Yokohama, Kobe,
Manila, Cebu, Singapore, Rangoon, Calcutta,
Bombay, Madras, Batavia, Soerabaya, Hongkong,
Canton, Shanghai, Peking, Hankow, Tientsin,
Yokohama, Kobe, Manila, Cebu, Singapore,
Rangoon, Calcutta, Bombay, Madras, Bata-
via, Soerabaya, Hongkong, Canton, Shanghai,
Peking, Hankow, Tientsin, Yokohama, Kobe,
Manila, Cebu, Singapore, Rangoon, Calcutta,
Bombay, Madras, Batavia, Soerabaya, Hongkong,
Canton, Shanghai, Peking, Hankow, Tientsin,
Yokohama, Kobe, Manila, Cebu, Singapore,
Rangoon, Calcutta, Bombay, Madras, Bata-
via, Soerabaya, Hongkong, Canton, Shanghai,
Peking, Hankow, Tientsin, Yokohama, Kobe,
Manila, Cebu, Singapore, Rangoon, Calcutta,
Bombay, Madras, Batavia, Soerabaya, Hongkong,
Canton, Shanghai, Peking, Hankow, Tientsin,
Yokohama, Kobe, Manila, Cebu, Singapore,
Rangoon, Calcutta, Bombay, Madras, Bata-
via, Soerabaya, Hongkong, Canton, Shanghai,
Peking, Hankow, Tientsin, Yokohama, Kobe,
Manila, Cebu, Singapore, Rangoon, Calcutta,
Bombay, Madras, Batavia, Soerabaya, Hongkong,
Canton, Shanghai, Peking, Hankow, Tientsin,
Yokohama, Kobe, Manila, Cebu, Singapore,
Rangoon, Calcutta, Bombay, Madras, Bata-
via, Soerabaya, Hongkong, Canton, Shanghai,
Peking, Hankow, Tientsin, Yokohama, Kobe,
Manila, Cebu, Singapore, Rangoon, Calcutta,
Bombay, Madras, Batavia, Soerabaya, Hongkong,
Canton, Shanghai, Peking, Hankow, Tientsin,
Yokohama, Kobe, Manila, Cebu, Singapore,
Rangoon, Calcutta, Bombay, Madras, Bata-
via, Soerabaya, Hongkong, Canton, Shanghai,
Peking, Hankow, Tientsin, Yokohama, Kobe,
Manila, Cebu, Singapore, Rangoon, Calcutta,
Bombay, Madras, Batavia, Soerabaya, Hongkong,
Canton, Shanghai, Peking, Hankow, Tientsin,
Yokohama, Kobe, Manila, Cebu, Singapore,
Rangoon, Calcutta, Bombay, Madras, Bata-
via, Soerabaya, Hongkong, Canton, Shanghai,
Peking, Hankow, Tientsin, Yokohama, Kobe,
Manila, Cebu, Singapore, Rangoon, Calcutta,
Bombay, Madras, Batavia, Soerabaya, Hongkong,
Canton, Shanghai, Peking, Hankow, Tientsin,
Yokohama, Kobe, Manila, Cebu, Singapore,
Rangoon, Calcutta, Bombay, Madras, Bata-
via, Soerabaya, Hongkong, Canton, Shanghai,
Peking, Hankow, Tientsin, Yokohama, Kobe,
Manila, Cebu, Singapore, Rangoon, Calcutta,
Bombay, Madras, Batavia, Soerabaya, Hongkong,
Canton, Shanghai, Peking, Hankow, Tientsin,
Yokohama, Kobe, Manila, Cebu, Singapore,
Rangoon, Calcutta, Bombay, Madras, Bata-
via, Soerabaya, Hongkong, Canton, Shanghai,
Peking, Hankow, Tientsin, Yokohama, Kobe,
Manila, Cebu, Singapore, Rangoon, Calcutta,
Bombay, Madras, Batavia, Soerabaya, Hongkong,
Canton, Shanghai, Peking, Hankow, Tientsin,
Yokohama, Kobe, Manila, Cebu, Singapore,
Rangoon, Calcutta, Bombay, Madras, Bata-
via, Soerabaya, Hongkong, Canton, Shanghai,
Peking, Hankow, Tientsin, Yokohama, Kobe,
Manila, Cebu, Singapore, Rangoon, Calcutta,
Bombay, Madras, Batavia, Soerabaya, Hongkong,
Canton, Shanghai, Peking, Hankow, Tientsin,
Yokohama, Kobe, Manila, Cebu, Singapore,
Rangoon, Calcutta, Bombay, Madras, Bata-
via, Soerabaya, Hongkong, Canton, Shanghai,
Peking, Hankow, Tientsin, Yokohama, Kobe,
Manila, Cebu, Singapore, Rangoon, Calcutta,
Bombay, Madras, Batavia, Soerabaya, Hongkong,
Canton, Shanghai, Peking, Hankow, Tientsin,
Yokohama, Kobe, Manila, Cebu, Singapore,
Rangoon, Calcutta, Bombay, Madras, Bata-
via, Soerabaya, Hongkong, Canton, Shanghai,
Peking, Hankow, Tientsin, Yokohama, Kobe,
Manila, Cebu, Singapore, Rangoon, Calcutta,
Bombay, Madras, Batavia, Soerabaya, Hongkong,
Canton, Shanghai, Peking, Hankow, Tientsin,
Yokohama, Kobe, Manila, Cebu, Singapore,
Rangoon, Calcutta, Bombay, Madras, Bata-
via, Soerabaya, Hongkong, Canton, Shanghai,
Peking, Hankow, Tientsin, Yokohama, Kobe,
Manila, Cebu, Singapore, Rangoon, Calcutta,
Bombay, Madras, Batavia, Soerabaya, Hongkong,
Canton, Shanghai, Peking, Hankow, Tientsin,
Yokohama, Kobe, Manila, Cebu, Singapore,
Rangoon, Calcutta, Bombay, Madras, Bata-
via, Soerabaya, Hongkong, Canton, Shanghai,
Peking, Hankow, Tientsin, Yokohama, Kobe,
Manila, Cebu, Singapore, Rangoon, Calcutta,
Bombay, Madras, Batavia, Soerabaya, Hongkong,
Canton, Shanghai, Peking, Hankow, Tientsin,
Yokohama, Kobe, Manila, Cebu, Singapore,
Rangoon, Calcutta, Bombay, Madras, Bata-
via, Soerabaya, Hongkong, Canton, Shanghai,
Peking, Hankow, Tientsin, Yokohama, Kobe,
Manila, Cebu, Singapore, Rangoon, Calcutta,
Bombay, Madras, Batavia, Soerabaya, Hongkong,
Canton, Shanghai, Peking, Hankow, Tientsin,
Yokohama, Kobe, Manila, Cebu, Singapore,
Rangoon, Calcutta, Bombay, Madras, Bata-
via, Soerabaya, Hongkong, Canton, Shanghai,
Peking, Hankow, Tientsin, Yokohama, Kobe,
Manila, Cebu, Singapore, Rangoon, Calcutta,
Bombay, Madras, Batavia, Soerabaya, Hongkong,
Canton, Shanghai, Peking, Hankow, Tientsin,
Yokohama, Kobe, Manila, Cebu, Singapore,
Rangoon, Calcutta, Bombay, Madras, Bata-
via, Soerabaya, Hongkong, Canton, Shanghai,
Peking, Hankow, Tientsin, Yokohama, Kobe,
Manila, Cebu, Singapore, Rangoon, Calcutta,
Bombay, Madras, Batavia, Soerabaya, Hongkong,
Canton, Shanghai, Peking, Hankow, Tientsin,
Yokohama, Kobe, Manila, Cebu, Singapore,
Rangoon, Calcutta, Bombay, Madras, Bata-
via, Soerabaya, Hongkong, Canton, Shanghai,
Peking, Hankow, Tientsin, Yokohama, Kobe,
Manila, Cebu, Singapore, Rangoon, Calcutta,
Bombay, Madras, Batavia, Soerabaya, Hongkong,
Canton, Shanghai, Peking, Hankow, Tientsin,
Yokohama, Kobe, Manila, Cebu, Singapore,
Rangoon, Calcutta, Bombay, Madras, Bata-
via, Soerabaya, Hongkong, Canton, Shanghai,
Peking, Hankow, Tientsin, Yokohama, Kobe,
Manila, Cebu, Singapore, Rangoon, Calcutta,
Bombay, Madras, Batavia, Soerabaya, Hongkong,
Canton, Shanghai, Peking, Hankow, Tientsin,
Yokohama, Kobe, Manila, Cebu, Singapore,
Rangoon, Calcutta, Bombay, Madras, Bata-
via, Soerabaya, Hongkong, Canton, Shanghai,
Peking, Hankow, Tientsin, Yokohama, Kobe,
Manila, Cebu, Singapore, Rangoon, Calcutta,
Bombay, Madras, Batavia, Soerabaya, Hongkong,
Canton, Shanghai, Peking, Hankow, Tientsin,
Yokohama, Kobe, Manila, Cebu, Singapore,
Rangoon, Calcutta, Bombay, Madras, Bata-
via, Soerabaya, Hongkong, Canton, Shanghai,
Peking, Hankow, Tientsin, Yokohama, Kobe,
Manila, Cebu, Singapore, Rangoon, Calcutta,
Bombay, Madras, Batavia, Soerabaya, Hongkong,
Canton, Shanghai, Peking, Hankow, Tientsin,
Yokohama, Kobe, Manila, Cebu, Singapore,
Rangoon, Calcutta, Bombay, Madras, Bata-
via, Soerabaya, Hongkong, Canton, Shanghai,
Peking, Hankow, Tientsin, Yokohama, Kobe,
Manila, Cebu, Singapore, Rangoon, Calcutta,
Bombay, Madras, Batavia, Soerabaya, Hongkong,
Canton, Shanghai, Peking, Hankow, Tientsin,
Yokohama, Kobe, Manila, Cebu, Singapore,
Rangoon, Calcutta, Bombay, Madras, Bata-
via, Soerabaya, Hongkong, Canton, Shanghai,
Peking, Hankow, Tientsin, Yokohama, Kobe,
Manila, Cebu, Singapore, Rangoon, Calcutta,
Bombay, Madras, Batavia, Soerabaya, Hongkong,
Canton, Shanghai, Peking, Hankow, Tientsin,
Yokohama, Kobe, Manila, Cebu, Singapore,
Rangoon, Calcutta, Bombay, Madras, Bata-
via, Soerabaya, Hongkong, Canton, Shanghai,
Peking, Hankow, Tientsin, Yokohama, Kobe,
Manila, Cebu, Singapore, Rangoon, Calcutta,
Bombay, Madras, Batavia, Soerabaya, Hongkong,
Canton, Shanghai, Peking, Hankow, Tientsin,
Yokohama, Kobe, Manila, Cebu, Singapore,
Rangoon, Calcutta, Bombay, Madras, Bata-
via, Soerabaya, Hongkong, Canton, Shanghai,
Peking, Hankow, Tientsin, Yokohama, Kobe,
Manila, Cebu, Singapore, Rangoon, Calcutta,
Bombay, Madras, Batavia, Soerabaya, Hongkong,
Canton, Shanghai, Peking, Hankow, Tientsin,
Yokohama, Kobe, Manila, Cebu, Singapore,
Rangoon, Calcutta, Bombay, Madras, Bata-
via, Soerabaya, Hongkong, Canton, Shanghai,
Peking, Hankow, Tientsin, Yokohama, Kobe,
Manila, Cebu, Singapore, Rangoon, Calcutta,
Bombay, Madras, Batavia, Soerabaya, Hongkong,
Canton, Shanghai, Peking, Hankow, Tientsin,
Yokohama, Kobe, Manila, Cebu, Singapore,
Rangoon, Calcutta, Bombay, Madras, Bata-
via, Soerabaya, Hongkong, Canton, Shanghai,
Peking, Hankow, Tientsin, Yokohama, Kobe,
Manila, Cebu, Singapore, Rangoon, Calcutta,
Bombay, Madras, Batavia, Soerabaya, Hongkong,
Canton, Shanghai, Peking, Hankow, Tientsin,
Yokohama, Kobe, Manila, Cebu, Singapore,
Rangoon, Calcutta, Bombay, Madras, Bata-
via, Soerabaya, Hongkong, Canton, Shanghai,
Peking, Hankow, Tientsin, Yokohama, Kobe,
Manila, Cebu, Singapore, Rangoon, Calcutta,
Bombay, Madras, Batavia, Soerabaya, Hongkong,
Canton, Shanghai, Peking, Hankow, Tientsin,
Yokohama, Kobe, Manila, Cebu, Singapore,
Rangoon, Calcutta, Bombay, Madras, Bata-
via, Soerabaya, Hongkong, Canton, Shanghai,
Peking, Hankow, Tientsin, Yokohama, Kobe,
Manila, Cebu, Singapore, Rangoon, Calcutta,
Bombay, Madras, Batavia, Soerabaya, Hongkong,
Canton, Shanghai, Peking, Hankow, Tientsin,
Yokohama, Kobe, Manila, Cebu, Singapore,
Rangoon, Calcutta, Bombay, Madras, Bata-
via, Soerabaya, Hongkong, Canton, Shanghai,
Peking, Hankow, Tientsin, Yokohama, Kobe,
Manila, Cebu, Singapore, Rangoon, Calcutta,
Bombay, Madras, Batavia, Soerabaya, Hongkong,
Canton, Shanghai, Peking, Hankow, Tientsin,
Yokohama, Kobe, Manila, Cebu, Singapore,
Rangoon, Calcutta, Bombay, Madras, Bata-
via, Soerabaya, Hongkong, Canton, Shanghai,
Peking, Hankow, Tientsin, Yokohama, Kobe,
Manila, Cebu, Singapore, Rangoon, Calcutta,
Bombay, Madras, Batavia, Soerabaya, Hongkong,
Canton, Shanghai, Peking, Hankow, Tientsin,
Yokohama, Kobe, Manila, Cebu, Singapore,
Rangoon, Calcutta, Bombay, Madras, Bata-
via, Soerabaya, Hongkong, Canton, Shanghai,
Peking, Hankow, Tientsin, Yokohama, Kobe,
Manila, Cebu, Singapore, Rangoon, Calcutta,
Bombay, Madras, Batavia, Soerabaya, Hongkong,
Canton, Shanghai, Peking, Hankow, Tientsin,
Yokohama, Kobe, Manila, Cebu, Singapore,
Rangoon, Calcutta, Bombay, Madras, Bata-

